



VOL. VIII. NO. 15.

CLEVELAND, O., APRIL 15, 1886.

\$2.00 PER ANNUM  
SINGLE COPIES 5 CENTS

## AROUND THE LAKES.

### CLEVELAND.

The tug Markwell, Captain Pelton, received a new wheel on Smith's boxes.

Captain I. B. Lyon will sail the Egyptian this season, vice Wm. Carlyle, who goes in the Hiawatha.

The tug R. K. Hawley got away again on Monday for Ashtabula with the outfit of the schooner Leonard Hanna, and will bring the schooner Columbia to this port.

Captain C. Vader, formerly of schooner Kent, has retired from the lakes. Captain Vader has bought a farm of 240 acres in Nebraska, near Cozad, where he intends to farm it. He will move May 1st. He will salt his own meat.

At Globe drydock the Smith Moore is in dock for a new wheel. The Republic has been much improved in appearance by the addition of new stringers, stanchions and rail, and the Globe people have done an elegant job on her.

The steel steamer at the Globe yard for Captain Thomas Wilson is well along and gives promise of great beauty. All the plating will be on in ten days, the outside riveting is all cleaned up, the deck frames in and a great deal of the spar deck laid, and the water bottom all fitted. On Monday the cabins forward will go up.

Messrs. Webb and Richardson's new steamer, under construction at Radcliffe's yard, is assuming a beautiful form and now showing her fine lines. She is all in frame, the ceiling is about one-third in, five strakes of plank on the bottom and the sheer all run. The top-sides will be run to-morrow and the lower deck frames next week.

A libel was filed in the admiralty court on the 13th instant, by John Kingsborough against the steam tug Florence N. The action is brought to recover \$800 and interest from October 15, 1885, claimed due as the damages resulting from the loss of "pound boat," one pound net with lines, buoys, anchors, hooks, and other appurtenances used in fishing off Euclid creek. H. D. Goulder appears for libellant.

The matter of the application of Louis P. and James A. Smith, for limitation of liability as owners of the tug Peter Smith was brought up for hearing on Saturday last before Judge E. S. Hammond of the western district of Tennessee, and the application was granted to the extent of appointing a trustee to whom to convey the title to the remnants of the tug now lying at this port. Some weeks past we printed the fact that Wm. Chamberlain was to sail the Jim Sheriffs and that he was here to fit her out. The dailies have reported that Captain Anderson would sail the Jim Sheriffs. In order to correct any false notions that may have got abroad by means of the daily press we will state that Captain Chamberlain will sail the Jim Sheriffs and she will clear from this port as soon as he can get out.

Some weeks past we printed the new and revised rules pertaining to the inspection of boilers among which was one (sec. 34), paragraph 3, which says "a stop cock or valve shall be placed between check valve and boiler on all feed pipes, in order to facilitate access to connection." Much question as to the application of this rule has been provoked. It has been construed by the department to apply only to boilers built since the 11th of February, and we so inform our readers.

Transactions since last report include 1-8 of schooner Three Brothers, John Peachy to Julian Porter; price \$550. 3-17 of schooner Thomas Gawn, W. C. Richardson to Alex Porter of Lorain; price \$1,000. 1-2 of schooner Three Brothers, James Porter and George Miller to Julian Porter; price \$2,950. 1-16 of schooner Sophia Minch, John M. King to Philip Minch; price \$1,000. 1-16 of schooner Fred A. Morse, John M. King to Philip Minch; price \$1,000.

### CHICAGO.

Special to the Marine Record.

There is great activity among the vessel men at this port. Vessels are receiving new coats of paint, fitting out and getting their sails bent, ready for business. The tugs of the V. O. T. Company, Dunham's line, and the new Chicago Towing Company are all resplendent with new paint, and ready for a good season's work, which they deserve to get.

The ice in the Straits still continues firm. Mr. Carney, of the firm of Elwell, Billings & Carney, who returned on Sunday from St. Ignace, says that the weather is very cold there and that the ice is very solid in the Straits and did not look like breaking up for a couple of weeks.

The schooner Arthur, Captain Jas. Leisk, loaded at the Wabash elevator Wednesday with 24,500 bushels of wheat for Sandusky, at 4c per bushel.

The schooner A. J. Dewey, Captain R. McLane Cameron, arrived Sunday from Pier Port with lumber and shingles, her first trip this season.

The schooner Evening Star, of Sheboygan, Captain Frank Raab, arrived Monday with lumber from Pier Port, her first arrival here this season.

The schooner Grand Rapids, Captain McCall, arrived from Grand Haven Sunday, with shingles and laths, her first trip this season.

The schooner Evelyn Bates, Captain Dykes, arrived from Grand Haven Monday with lumber, her first trip this season.

Captain David Dall's fleet have received the following appointments: Schooner Lincoln Dall, Captain John H. Dall; schooner Maggie Dall, Captain Henry Schippers; schooner Annie Dall, Captain Alex Gibson; schooner Coral, Captain Wm. Dall; schooner John Bean, jr., Captain C. Brown; tug D. L. Babcock, Captain N. Sullivan; engineer, Mike Welch. The Maggie Dall is at T. W. Kirby's shipyard, Grand Haven, getting recalked, some new plank in her quarters and a general overhauling. The schooner Wm. Jones will go to the same place for a general overhauling.

The new steam pleasure yacht which has been built by C. Larson for Captain W. J. Minter, is having her cabins put on and will be fitted out, ready for summer excursion business. She is 62 feet over all, 14 feet 6 inches beam, 4 feet 6 inches depth of hold. She is named the May A. Minter.

C. Larson is building a sloop yacht, 33 feet over all, 10 feet beam, 3 feet 10 inches depth of hold, for the excursion business at the lake front. She is a handsome model with fine lines.

At the Chicago Drydock Company's the Freedel was in dock for a new shaft; the schooner Z. Y. M. C. A. for new stanchions, bulwarks, rail, covering board and recalking; the steambarge John Otis had two of her masts taken out; the schooner Harriet Ross received a new foremast.

At Miller Brothers' Drydock the schooner Halsted was in dock for leak stopping; the tug Gertrude for a new shaft and to fix her rudder; the steam yacht Welcome to have her stern bearing fixed and machinery overhauled; the tug T. T. Morford was in dock and had her stern bearing fixed; schooner Sunrise to have her bottom calked; the schooner Cheney Ames to have a leak stopped; the steambarge St. Joseph is receiving considerable repairs to her boiler, a new crank pin and recalking.

Captain John A. Connell will command the steambarge St. Joseph, and James McGuirk will be chief engineer, same as last year.

T. Canevin is putting the outside planking on the new steam yacht he is building for Captain Wm. Brown. She will be completed as soon as possible.

The steambarge Robert Holland, Captain V. E. Myers, has received a new steel boiler

9 feet shell, 16 feet long. She left this port Monday with the schooner Minerva in tow, and went to South Chicago for the schooner Glad Tidings. She will trade between Muskegon, Chicago and South Chicago with lumber this season.

Cobbs' fleet of lumber steambarges have commenced running between this port and Muskegon. The George Dunbar, Captain Turner, started Saturday and arrived here Tuesday, her first round trip. The Annie Laura, Captain Ladner, and Emma E. Thompson, Captain Phelps, left Monday on their first trip.

The steambarge Albert Soper, Captain James Hogan, left this port for Muskegon Monday, her first trip this season. She was chartered for lumber at \$1.25.

Captain Oliver Swanson has purchased the Ellen Williams from the Kirby-Carpenter Company. He left for Menominee Tuesday, to give her a new outfit, new mizzen mast three new top masts and jibboom, converting her into a full-rigged schooner again.

Captain James F. Nolan, who was assistant pilot on the city fire tug Alpha, has been appointed chief, vice Captain Mike Driscoll resigned.

Captain Jesse Hurlbut will command Captain W. M. Egan's schooner Golden Fleece the coming season.

Transits and sales at Chicago Custom House since March 1st, 1886:

March 30, schooner Commerce, bill of sale, one-half, \$1,500; A. G. Van Schaick and H. Ludington, jr., to Edward Mullin.

March 23, schooner E. J. McVea, power of attorney, W. C. B. Richardson, to O. S. Richardson.

March 23, schooner E. J. McVea, bill of sale, two-eighths, \$1,875; W. C. B. Richardson to David Biggs.

March 3, schooner J. H. Mead, mortgage, whole, \$6,500; Wm. Ripley et al. to J. H. Mead.

March 5, schooner J. H. Mead, bill of sale, whole, \$15,000; Sheboygan Vessel Builders Association to Wm. Ripley et al.

March 23, schooner O. Shaw, bill of sale, half, \$700; G. H. Underhill to Thomas B. Winter.

March 9, tug Paddy Murphy, bill of sale, one-fourth, \$1,500; Patrick Murphy to Geo. Gilman.

March 13, schooner Skylark, mortgage, whole, \$2,000; John F. Counce to R. W. Counce.

April 3, schooner Stafford, bill of sale, one-fourth, \$2,500; Thomas D. Stinson to Otto Olsen.

April 3, schooner Stafford, mortgage, one-fourth, \$15,000; Otto Olsen to T. D. Stinson.

March 24, schooner W. H. Hawkins, bill of sale, one-half, \$500; Daniel Johnson to W. H. Hawkins.

The passenger and freight steamer A. B. Taylor, Captain R. I. Rogers, arrived Wednesday morning from Saugatuck with the hull of the tug F. S. Butler in tow. The Butler has had a thorough rebuild from the light water mark up, lengthened 2½ feet and given 1 foot more beam. James Elliott, shipbuilder, Saugatuck, did the rebuilding and made an excellent job of it. Her engine and boiler will be put in her here and she will soon be ready to join the other boats of the Chicago Towing Company.

The schooner Cascade, owned by Captain M. L. Edwards, has had a \$1,200 rebuild. She will be sailed by old friend Captain R. Stone.

### MILWAUKEE.

Last season, while crossing Lake Michigan from Grand Haven to Milwaukee, the sidewheel passenger steamer City of Milwaukee encountered heavy weather and her machinery was completely wrecked. The steamer William Edwards went to her rescue and towed her safely into port. The owner of the Edwards submitted a bill of \$2,500 for the service, but the Grand Trunk Railroad

Company, owner of the disabled steamer, thought the amount too much and wanted to compromise for \$1,500. The matter has not yet been settled.

The Bleyer Brothers have sold the canal schooner Myosotis to Messrs. A. P. Reed, of Kenosha, and F. H. Head, of Chicago, for \$5,500 cash. The Myosotis will be placed in the ore trade between Escanaba and Traverse Bay.

THE Duluth Evening Herald comes to us this week in a new dress and consequently much improved in appearance. The Herald is alive to the interests of Duluth, and whenever an improvement in the government of that city or its commercial prosperity is possible it is foremost to urge it upon the people. The Herald has, during its three years of existence, attained much popularity and influence.

Steambarge George P. Heath, got ashore at Milwaukee early Monday morning during a fog, but she was pulled off by a tug before she had sustained any injury. The Heath will carry the banner for being the first boat to run ashore on Lake Michigan this season.

Vessel transfers were recorded in the custom house as follows: One-fourth of the propeller William H. Barnum, by John Plankington to R. P. Fitzgerald; \$3,000. One-third of the wrecking tug Leviathan, by E. E. Kirtland to Wolf & Davidson. One-third of the schooner Pride by Charles C. Miller, of Kenosha, to J. A. Hartnett, of Salem, \$333. The schooner Luna, by J. Luis Olson, of Manitowoc, to Theodore Anderson, of Door County, \$600. One-fourth of the scow-schooner Silver Cloud, by George C. Schlyter, of Sheboygan, to Charles M. Keller, of the same place, \$350. One-third of the schooner J. A. Holmes, by Mrs. A. M. Olson to John Thompson, \$800; also, one-third of the same schooner, Joseph Keller to John Magenson, all of Sheboygan, \$800.

### BUFFALO.

The schooner S. V. R. Watson discharged her wheat at Niagara B. elevator. She is the last of the winter laden vessels to unload. The Watson will this season tow behind the steamer Rube Richards, Captain Christianson and will again be commanded by Captain Cramer.

General O. M. Poe has awarded the contract for building a steam launch for the Harbor of Refuge at Sand Beach to Bell, of Buffalo. The new launch will cost \$5,000.

A tow at Duluth has been taken to load wheat for Buffalo at 3¼c.

Coal carriers say the opening rates will be 45c to Duluth, 55 to Milwaukee and 60 to Chicago.

G. M. Swan has been appointed superintendent of the White Star canal tug line of this port, J. B. Blake as assistant. The office will be on Commercial slip, north of the water street bridge.

A tug seventy-eight feet long, seventeen feet in beam and eight and one-half feet deep is being built by O'Grady & Maher for William Reed, contractor, and is to be used in connection with the erection of a bridge over the St. Lawrence river.

The elevator owners sent to the grain committee of the Merchant's exchange a communication stating that they cannot see their way clear for bulking and grading grain at this port. The elevator men have had the matter under long and careful consideration, and give some reasons why they cannot comply with the request of the grain dealers. The matter will be brought before the exchange.

A special meeting of the Lake Pilots' Aid Association was held Saturday April 10th, at 7:30 p. m. Business of importance was transacted.

The City of Duluth, one of the finest boats on the lakes will take the water at the opening of navigation under command of Captain Hunt.

## MARITIME LAW.

## CARRIERS OF PASSENGERS—ACTION TO ENFORCE PENALTY AGAINST STEAM BOAT FOR CARRYING AN UNLAWFUL NUMBER OF PASSENGERS.

District Court, W. D. Pennsylvania. January 28, 1886.

In a suit against steam boat to enforce the penalties prescribed by section 4465, Rev. St., for carrying an unlawful number of passengers, it appearing that the persons in excess of the allowed number aboard the boat were intruders against the will of the officers of the boat, and that the boat moved from her landing to another convenient place to avoid a crowd of people who it was feared might force their way upon her and endanger her, held, that the penalties were not incurred.

Same, libel dismissed without costs.—But there being apparently good ground for the suit, and the case being one proper for judicial investigation, and, moreover, the answer not explicitly setting forth the real ground of defense, held, that while the libel must be dismissed, it should be without costs to the respondent, who also was adjudged to pay certain costs.

Archeson, J.

This is a suit against the steam boat Geneva, to recover penalties imposed by section 4465 of the Revised Statutes,—and made a lien by section 4469,—alleged to have been incurred by reason of carrying upon the steam boat greater number of passengers than is stated in her certificate of inspection and the special permit for excursions issued to her under section 4466. The libel charges "that on the eighteenth day of October, 1885, while the said steam boat was plying as a passenger boat on the Ohio river and its tributaries, to-wit, between Pittsburgh and Davis Island dam, the said boat received and carried passengers to an amount in excess of the numbers allowed of 2,000 or more." The testimony is very voluminous. To recite at any length or analyze it I shall not attempt. This would expand the opinion of the court unreasonably. I must confine myself to a bare statement of the facts, (for the most part,) with the conclusions I have reached after a patent investigation of the whole case.

The respondent Lewis N. Clark, the master of the Geneva, and one of her owners, had planned a Sunday excursion on the aforesaid date, to Davis Island dam, with the Geneva, and the barges Alice and Edna in charge of the steamer Twilight; one of the attractive features of the occasion being an aquatic exhibition for the amusement of the excursionists by Captain Paul Boyton at Davis Island dam, or at such other point on the way as Clark might select. The Geneva lay at the foot of Wood street with her bow towards the shore. To her larboard or lower side was attached a coal flat from which she had taken fuel. This flat extended down to the Parkersburgh wharf boat, which, at the upper end, was connected with the shore by a staging. The excursion barges, Alice and Edna, with the steamer Twilight, lay below this wharf boat. The excursion was advertised to leave the Pittsburgh wharf at 2:30 o'clock p. m. By that hour an immense concourse of people had assembled in the immediate neighborhood of the boats. The number of passengers the Geneva was authorized to carry was 300. The regular mode of receiving passengers on the boat was by a gang plank extending from her bow to the wharf. The tickets for the trip on the Geneva were sold by William Brenneman, the clerk of the boat, at the foot of this gang plank, and they were taken up by an agent of Boyton, who stood on the bow of the boat at the head of the plank. Both Clark and Brenneman testify—truly, I doubt not—that the former gave a positive order to the latter to cease selling tickets for the Geneva, and take in her gang plank as soon as 300 tickets were sold; and there is satisfactory evidence that this order was strictly obeyed. But after the gang plank was taken in a large number of persons got aboard the Geneva by way of the wharf boat, and thence over the coal flat already mentioned, and others got on the steam boat from skiffs which plied between the shore and the upper side of the boat. It is impossible to determine from the proofs the exact number of persons who were on the Geneva when, as hereafter related, she backed out from the wharf. No one pretends then to have made a count of the people aboard of her, and such of the witnesses as speak of numbers give estimates only. The libellant's witnesses greatly differ in this particular; their estimates ranging from 500 to 1,500; one witness, perhaps, naming so high a number as 2,000. It is not surprising that there should be such discrepancy in a matter of mere opinion, especially in view of the confusion and excitement which prevailed that afternoon. The observation of Mr. Shepler, the engineer at the Monongahela House, deserves here to be pondered:

"The position [he says] in which the Geneva was lying—head on—when I went down the second time, was such that you could form but a very poor idea of the number on board, as 150 people on all three decks, crowded to the front, would make her appear very full."

It is shown that there were less than a dozen of persons in the cabin. Almost every body was on deck, sight seeing, and most of the people were on the hurricane deck. It is indeed shown that the steam boat subsequently listed over, so that one of her guards took water, but this was occasioned by the people crowding to that side of the boat; and Mr. Neeld, one of the United States local inspectors of steam boats and an experienced river man, testifies that less than 200 persons might so list the boat. A careful consideration of the proofs leads me to the conclusion that they justify the finding that the number of persons aboard the Geneva, exclusive of officers and crew, was 500. Higher, it would not be safe, in my judgment, to put the number. Whether the master or owners of the Geneva were legally responsible for this overcrowding of the steam boat is now to be considered.

About the time the gang plank of the Geneva was taken in, Captain Clark, then on his way down to the other excursion boats, stopped at the Parkersburgh wharf boat, and requested Peter Walter, the man there in charge, not to permit any person to pass over the wharf boat to the Geneva; and it is abundantly shown that Peter and his assistants did put forth every possible effort to prevent the people from going over the wharf boat, but in vain. They pressed on and over it to the Geneva in spite of all opposition. The situation is thus described by Peter: "Had I had two cannon with grape and canister I could have kept the people off, but not otherwise." Finally, to stop the crowd, the staging of the wharf boat was thrown into the river. Doubtless many of the people who got on the Geneva by way of the wharf boat and over the coal flat had tickets for the excursion; but I am satisfied they bought them at points lower down the wharf, and for the excursion barges Alice and Edna. John Armstrong, the engineer of the Geneva, testifies that he saw other persons, besides those already mentioned, coming from the Alice, along the outside guard of the wharf boat, and getting on the Geneva. His estimate is that 200 persons got on the Geneva by way of the wharf boat, and at least 50 out of skiffs. His position on the lower deck gave him excellent opportunities for seeing. His testimony as to persons getting on the steam boat by these irregular methods is well sustained by much other evidence. Thus, Richard Jones, the keeper of a boat store at No. 111 Water street, who himself got on the Geneva by way of the wharf boat without paying, testifies that he thinks he saw 200 persons do the same thing.

The libellant contends that he has shown that the persons who came aboard the Geneva by way of the wharf boat and by skiffs did so by permission of the officers of the Geneva, and that tickets or fares were collected from them by authorized parties. No doubt the libellant's witnesses who testify to this effect are honest enough, but I am entirely satisfied that they are mistaken. The clear weight of the evidence here is with the defense. At this particular time Captain Clark was out on shore, and Thomas Boland, the mate of the Geneva, was the officer in command. He strikes me as a very candid and truthful witness. According to his statement,—and he is fully corroborated by disinterested witnesses,—he and his subordinates exerted themselves to the utmost to prevent persons getting on the steam boat after the gang plank was pulled in. Save in the case of three or four ladies, all who entered the Geneva otherwise than by the gang plank did so against the remonstrances and despite opposition of the mate and crew of the boat; and under all the proofs I have no hesitation in finding that all the persons beyond the authorized number of passengers who came on board the Geneva did so without the consent and against the will of her master, officers and owners, and despite all reasonable efforts then possible on their part to prevent it.

That it may not be thought that I have overlooked the fact, it is proper just here to state that there is evidence that a few passengers (estimated by libellant's witness Louis Garber at from 15 to 20) were already scattered about the Geneva when Brenneman went out to the foot of the gang plank to sell tickets; but, as an offset to this, it appears that some two dozen persons who there bought tickets from Brenneman did not at the time go aboard the Geneva, and it does not appear they went on her at all. Moreover, a few persons left the boat about that time.

When Captain Clark was informed that the people were forcing themselves on the Geneva, he at once returned to the boat and took command. At this juncture, the steamer James G. Blaine came to the wharf, landing immediately above the Geneva. The crowd on the wharf at once made a rush for the Blaine, and many boarded her, some of whom jumped from her to the Geneva. There was an immense mass of people on the wharf in front of the Geneva, and there was danger of their forcing their way upon her. Captain Clark therefore backed his boat out into the river,—grazing the Blaine as he did so,—and took the Geneva a few hundred yards—the space of about two squares—down the wharf, landing at or near the mouth of Ferry street. There Boyton gave his exhibition. Many people, by persuasion of the officers of the boat or because of their own apprehensions, here left the Geneva. After Boyton's exhibition was over the Geneva made her excursion to Davis Island dam and back, but her passengers on the trip, it is shown by actual count, numbered less than 200.

Mr. Neeld, when asked what, in his judgment, was the proper course for Captain Clark to pursue under the circumstances just detailed, when the Geneva lay at the foot of Wood street, answered: "To do just as he did do,—back out from the crowd. That's what I would have done had I been captain of the boat." I have no doubt that this judgment is sound. If Captain Clark had remained there, it would have been at the risk of sinking or capsizing his boat, to the great loss of human life. It was impossible for him to disembark his passengers at that time and place; nor had he the force to expel intruders. Indeed, had he attempted such a thing it must have brought on a serious riot. There were many rough characters in that crowd, both on and off the Geneva. Captain Clark, therefore, was in the strict line of his duty when he moved the Geneva from the mouth of Wood street down to Ferry street; and as the persons aboard the boat in excess of the excursion permit were intruders, whom he carried against his will and under a species of compulsion, the penalties prescribed by the act of congress were not incurred.

The libel, therefore, must be dismissed, but without any costs to the respondent. Moreover, besides paying the commissioner's fees for his own testimony, the respondent must be adjudged to pay the expenses of the watchman employed by the marshal to take charge of the boat. Several reasons justify such order. There was apparently good ground for instituting this suit. Indeed, judicial investigation seemed to be demanded. Besides, had the respondent's answer been more explicit, and set forth the real ground of defense, the time occupied by this investigation might have been shortened very much. Let a decree be drawn in accordance with the foregoing opinion.

## A NEW DEPARTURE.

Recently there has been circulated among shippers, vessel captains and inspectors a notice from the 'Longshoremen's Union of East Saginaw, Saginaw City and Bay City, in which it is declared that in former seasons it has been customary to pay good wages for loading vessels when freights were low, and low wages when freights were high; and the opinion expressed that this should be changed and that when freights are good wages should be good, for without labor freights would be impossible. The paper also expresses the hope that the good feeling hitherto existing between capital and labor on the river will continue for the mutual benefit of all, and declares that wages for loading vessels shall be forty cents per hour until further notice. It also declares that as labor has no protection on contract work, no member of these unions will work on contract work, and should any barge load by contract with non-union men and afterward call for union men, the said barge shall pay ten cents per hour above the going wages during the balance of the season. The notice also warns all inspectors that if any of them measure lumber for any contractor or for a crew of non-union men, the above unions will thereafter handle no lumber of his inspection.

It appears that the above does not meet the approval of all the 'longshoremen, and there has just been organized in Bay City a society called the "The Stevedores' Union," which society numbers about sixty members, who propose to load vessels in the old manner, as they may agree with the captains thereof. They have no connection with the Knights of Labor or the 'Longshoremen's Union. The new union is incorporated and has elected the following officers: President, Frank Faire; secretary, Dan McFadden; treasurer, Henry Slade; marshal, John Siedel; inspector, John Halsey; conductor, Alexander Cameron.

The president, secretary and treasurer, together with Frank Carpenter and Garrett Johnson, form the board of trustees.

From the above state of facts it would seem that all is not as serene as it might be among the dockwollers.

The steamer Louise is receiving a new boiler.

## CHARACTERISTICS OF MISSISSIPPI RIVER STEAMBOAT MEN.

BY THE SECOND ENGINEER.

Written for the Marine Record.

PART XV.

There are some customs which prevail at St. Louis and New Orleans, which do not prevail to any extent anywhere else, among which is boiler cleaning by contract. In St. Louis and New Orleans there are men, all working under a supreme head, who earn a living from the business of boiler cleaning. When a boat lands in, the engineer generally knows when she is going out, and he orders the boiler cleaners, and they go on board and go into the boilers and scale them.

Another official known, particularly at the St. Louis wharf, is the "ash cat." The ash cat is a small boy, and is endowed with all the whims of boyhood. He is white by nature, but black by virtue of his occupation, for it is he who crawls under the boiler and cleans out the furnace. The ash cat is necessarily made familiar with all the slang incidental to steamboating.

The acting manager of one of the steamboat lines, out of St. Louis, a line that operates three steamers, is noted for his extreme urbanity and genial nature. Seeing the famous ash cat crawling out of the furnace of one of his boats he greeted him with: "How do they feed you on this boat?"

"They don't feed me as well as they do on the —," naming a steamer in another line, "for there they give me pie!"

"By the great guns! you shall have pie on here, for we want to feed as good as any boat on the river," said the captain; "and I will send you a piece of pie down at once," and he kept his word, for in a few moments the cabin boy handed in at the fire doors a large piece of pie to the youthful gourmand.

The "boss boiler cleaner" is a kind of peripatetic postoffice, and he endeavors to enliven the boys on one boat with the news of the boats just preceding. He also understands the whim of every different engineer and just what he wants done, and often he will go on board a steamer and begin operations without the engineer being present. For years the boiler cleaner of St. Louis was an old time engineer, and his service came in opportune, for any work that was necessary to do in the boiler he could see that it was done without the presence of the engineer.

The inside of a river steamboat boiler is not a handy place to work, nor is there any more room than an unusually large man requires to work in. Take a boiler, say, of forty-two inch shell, with six big flues in it, and it leaves but little room for a man to work. Yet so adept do the professional boiler cleaners become at their work that they will go into a boiler, working and turning around in it with perfect ease, while an inexperienced man of the same weight could hardly get in at all.

In cleaning a boiler, the men use three tools, first a chain, which is so constructed as to resemble the chain used in the ordinary chain pump; second, a side scraper, for scaling the sides of the boiler, and the bottom scraper. The side scraper resembles a miniature shovel, with an iron handle, which is curved to suit the side of the boiler, while the bottom scraper is nothing more than an old file sharpened and bent into the shape of a hoe.

Oftentimes a boat will reach port in the morning at 8 or 9 o'clock, and have to go out at 4 o'clock that evening; in which case the boiler cleaners find pretty hot boilers, but not too hot for them, for when it is time for them to go in they strip to the waist, and if the boiler is too hot they take the hose in, and with a stream of water cool them off. The second engineer looks after the boiler cleaning, although the only thing he does is to look in at the forward head when the boiler is done, while the cleaner holds a light down on the bottom of the boiler. This is not done because the engineer has any doubts as to the work being done well, but is done to clear the cleaner, that in case a boiler should be burned, they could not say it was the fault of the boiler cleaner.

The price for boiler cleaning at St. Louis for years has been one dollar and a quarter a boiler, and the same price for a furnace. Thus a five boiler boat, making weekly trips, paid seven dollars and fifty cents a week for boiler cleaning; yet the men earn the price paid them, for by the time a man has "chained the flues," scalded and washed out a red hot boiler, he feels like resting.

## ANXIOUS INQUIRER.

"Will somebody please tell us just where this Hennepin canal is to be built?" asks an exchange. Certainly. It is proposed to start it from the United States Treasury and extend it into the mouth of suckers.—Louisville Courier-Journal.

## A NOVEL CRAFT.

In Wyandotte the Detroit Drydock Company is building a boat for E. M. Peck, which is in some respects of a very novel construction. All her inside work, floors, frames, keelson, etc., are to be made of iron, while her outside planking except the part above water, is to be of six inch white oak. Of the same material will be the keel, the stem and stern post. The keel and garboard will be strongly bolted to a continuous iron keel plate. The principal dimensions of the vessel are: Length over all, 233 feet; on the water line, 222 feet; beam, 36 feet 9½ inches; depth, of hold 20 feet. The frames are 20 inch centers and the floors are 21 inches high, consisting of half-inch iron plates. Her main frames are 3x4½ inch angle iron, and the reverses are 3x3 inches. The center keel plate is continuous half an inch thick, and connects with a keelson 10 inches high. About the middle of the floors are intercostal, connected with a 10 inch side keelson, runs the whole length of the bottom. Besides this bilge keelson and one side keelson 3½x6 inches double angle iron are connected with the frame. The main deck beams are I shaped and are 8 inches deep. The spar deck beams are made of oak 7 inches square and 30 inches centers, which are fastened on the ends on top of an iron shelf 3 feet wide, which is supported by gussets formed by the reverse frames and connected by a 3½x3½ inch continuous angle iron to a 4 foot wide sheer strake. The ship has two center boards, and boxes are made of oak in the usual manner, but solidly fastened to the iron frames. She will have four masts, and everything is so arranged that she can easily be converted into a steam boat.

## DEEP WATER.

A passenger said to the pilot of a steamboat: "You have been a long time, I suppose, at this business?"

"Yes," answered the pilot, "upward of twenty years."

"You know, then," pursued the passenger, "every rock and shoal?"

"Not by a long way," was the answer, "but I know where the deep water is."

## RUELLE &amp; CO'S TUG LINE.

## TUGS:

J. L. MINER, C. D. McKINNON, QUICKSTEP. RIVER AND HARBOR TOWING, STEAM PUMPS AND LIGHTERS. WRECKING A SPECIALTY.

UP RIVER OFFICE, Belle Isle Ice Co.'s Dock, Telephone No. 199—3 rings. DOWN TOWN OFFICE, J. W. Westcott's foot of Woodward Ave. Telephone No. 55.

## DETROIT.

## FOR SALE, New Iron Tug.

Dimensions 78 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ¾ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap.

## GLOBE SHIPBUILDING CO.

## FOR SALE,

## AT

## THE GLOBE IRON WORKS.

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

## A1 TUG FOR SALE.

This tug is 52 feet over all, 13 feet 3 inches beam, and 6 feet 6 inches depth of hold. Engine, 18x14; steel boiler 4 feet 6 inches diameter by 9 feet long. The hull was built by Geo. H. Notter, Buffalo, and is an excellent model and well built. The tug is nearly new, having done only five month's work since she came out new last summer. She has a poop deck and finished cabin fore and aft, and classes A1. Price, \$4,500. Address MARINE RECORD OFFICE.

**WANTED** An active Man or Woman in every county to sell our goods. Salary \$75 per month and expenses. Canvassers outfit and particulars FREE. STANARD SILVER-WARE CO., Boston, Mass.

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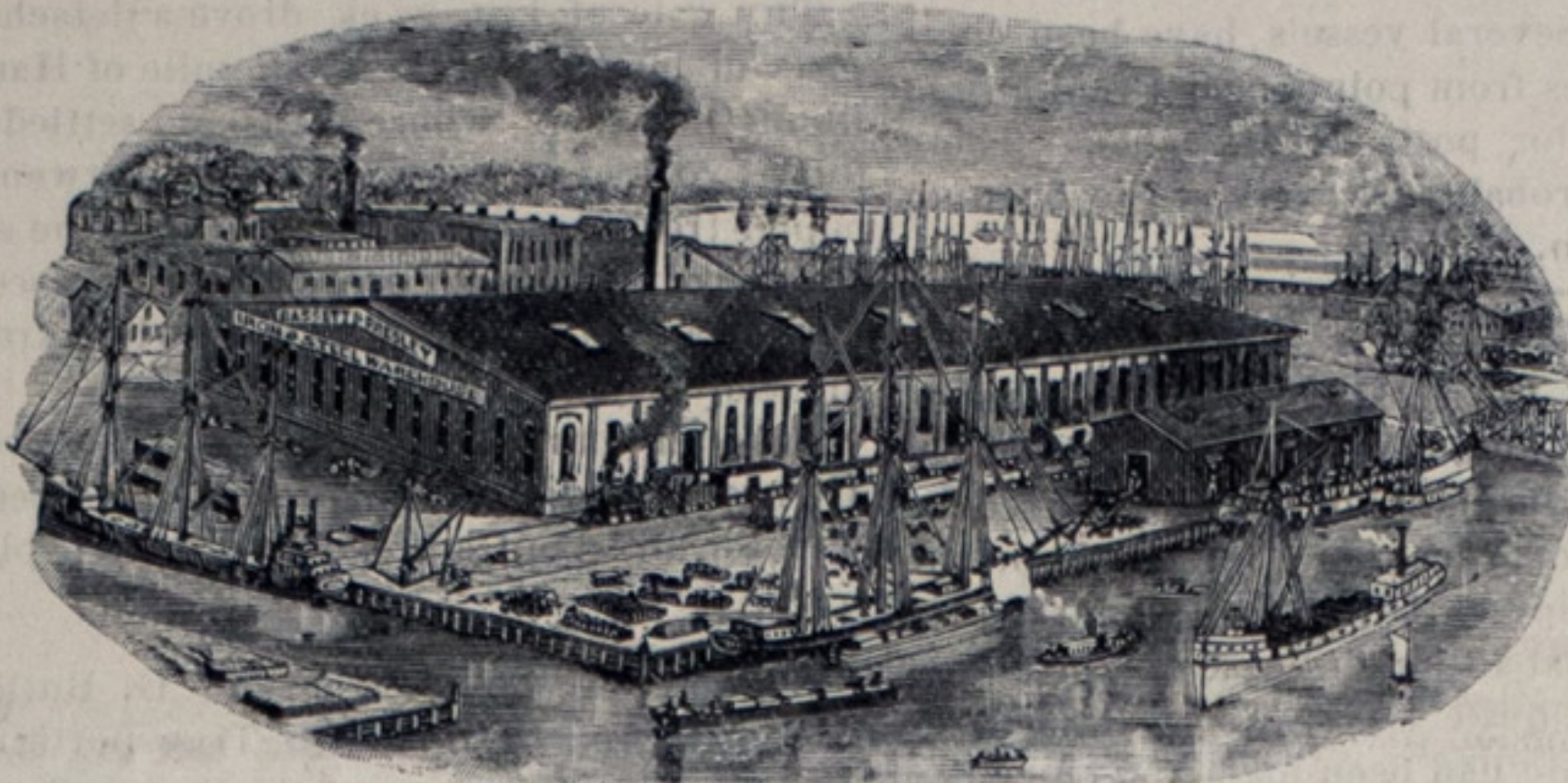
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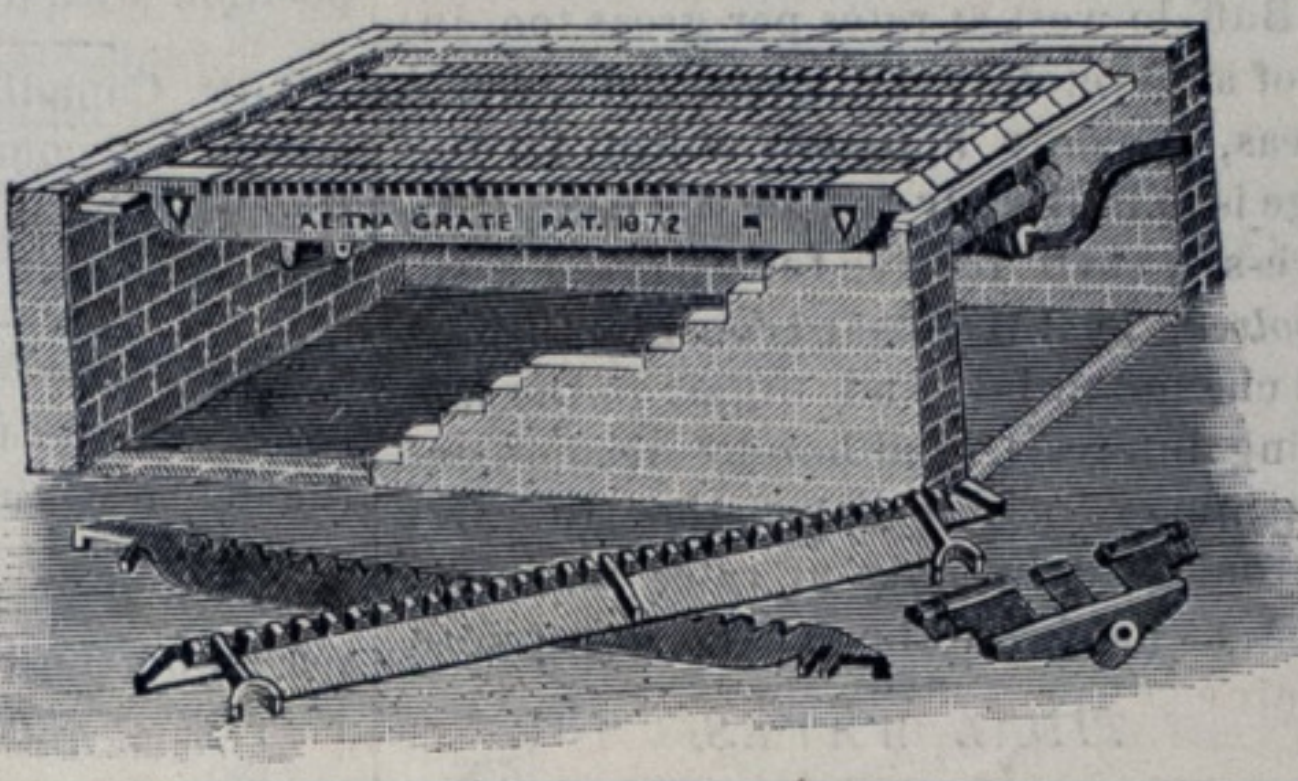
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## OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, April 5, 1886.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended April 3, 1886:

| Official Number.  | Signal Letters. | Rig.    | Name of Vessel.      | Tonnage. |        | Home Port.         |
|-------------------|-----------------|---------|----------------------|----------|--------|--------------------|
|                   |                 |         |                      | Gross.   | Net.   |                    |
| SAIL VESSELS.     |                 |         |                      |          |        |                    |
| 106,404           | .....           | Sc.     | Anna I. Gale,        | 38.93    | 36.98  | Princess Anne, Md. |
| 106,405           | .....           | Sl.     | Arthur H.,           | 16.04    | 15.24  | Eastham, Ma. s.    |
| 3,343             | .....           | Sc.     | Bertha M. Miller,    | 35.07    | 42.82  | Goucester, Mass.   |
| 76,617            | K D H G         | Sc.     | Jonathan Sawyer,     | 399.15   | 379.20 | Dover, N. H.       |
| 91,828            | .....           | Sc.     | Mary E. Crockett,    | .....    | 20.75  | Onancock, Va.      |
| 130,347           | K D H L         | Sc.     | Novelty,             | .....    | 584.20 | Empire City, Ore.  |
| 150,366           | .....           | Sl.     | Paarl,               | 15.90    | 15.10  | Goshen, N. J.      |
| 81,107            | .....           | Sc.     | William Dennis,      | 18.08    | 17.18  | Port Norris, N. J. |
| STEAM VESSELS.    |                 |         |                      |          |        |                    |
| 157,173           | .....           | St. p.  | Darius Cole,         | 548.20   | 402.11 | Detroit, Mich.     |
| 157,174           | .....           | St bge. | David S. Hutchinson, | 89.30    | 85.33  | Trenton, N. J.     |
| 135,874           | .....           | St. s.  | Emma S. Bradford,    | 33.39    | 16.70  | Gloucester, Mass.  |
| 95,873            | .....           | St. s.  | Harry Schaubel, Jr., | 34.08    | 17.04  | Philadelphia, Pa.  |
| 155,123           | K D H J         | St. s.  | Ozama,               | 905.88   | 644.24 | New York, N. Y.    |
| 116,091           | .....           | St. s.  | Simon Langell,       | 845.27   | 679.82 | St. Clair, Mich.   |
| UNRIGGED VESSELS. |                 |         |                      |          |        |                    |
| 42,685            | .....           | Barge.  | Hopatcong,           | 131.11   | 124.56 | New York, N. Y.    |

JARVIS PATTEN, Commissioner of Navigation.

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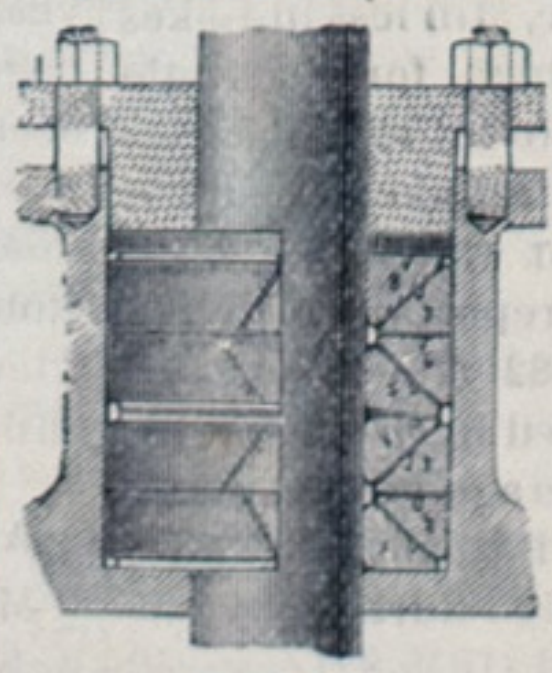
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Leaves Cleve and every Friday evening at 9 o'clock.  
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made in Union Depot for all points west.  
Practically no change of cars to the

## PACIFIC COAST.

The only line to COLUMBUS AND CINCINNATI  
with complete through train service, making direct  
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Tourist Tickets to numerous points, including the

## ROCKY MOUNTAINS.

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Cars, A Perfect Roadbed.

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to railway travel in general apply to CITY TICKET

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D. JAY COLVER, Passenger Agent.

J. D. BROWN, Ticket Agent.

A. J. SMITH, General Passenger Agt.,

## LAKE SHORE &amp; MICHIGAN SOUTHERN.

Commencing Sunday, Nov. 29, 1885, at 12 o'clock noon

the time given in the figures below is the new standard

(Nineteenth meridian) time, which is thirty-three minutes

slower than Cleveland time proper.

| Eastward.                              |       |       | Arrive    | Depart.   |
|----------------------------------------|-------|-------|-----------|-----------|
| No 4, Fast Limited Express.....        | ..... | ..... | 12 55 A M | 1 05 A M  |
| No 8, N. Y. B. & A. Express.....       | ..... | ..... | 12 15 A M | 1 25 A M  |
| No 26, Elyria Accommodation.....       | ..... | ..... | 12 45 A M | 1 55 A M  |
| No 24, Buffalo Ac'om via Sandusky..... | ..... | ..... | 10 30 A M | 11 50 A M |
| No 12, N. Y. & B. Fast Express.....    | ..... | ..... | 10 30 A M | 11 50 A M |
| No 14, Special New York Ex.....        | ..... | ..... | 12 10 P M | 12 45 P M |
| No 2, Night Ex via Norwalk.....        | ..... | ..... | .....     | 3 00 P M  |
| No 22, Night Ex via Sandusky.....      | ..... | ..... | 9 40 P M  | 11 00 P M |
| No 26, Conneaut Accommodation.....     | ..... | ..... | 12 45 P M | .....     |

## Westward.

| Westward.                             |       |       | Arrive    | Depart.   |
|---------------------------------------|-------|-------|-----------|-----------|
| No 1, Fast Limited Express.....       | ..... | ..... | 12 15 A M | 12 25 A M |
| No 23, Mich Express via Sandusky..... | ..... | ..... | 12 15 A M | 12 25 A M |
| No 3, Chicago Express via.....        | ..... | ..... | 12 00 A M | 1 30 A M  |
| No 25, Mich Accom Norwalk.....        | ..... | ..... | 12 50 P M | 1 30 A M  |
| No 21, Toledo Ex via Norwalk.....     | ..... | ..... | 12 50 P M | 1 30 P M  |
| No 5, St. Louis Ex via Sandusky.....  | ..... | ..... | 10 50 P M | 11 00 A M |
| No 9, Chi P. Ex via Norwalk.....      | ..... | ..... | 6 15 P M  | 6 45 P M  |
| No 31, Elyria ac to Elyria only.....  | ..... | ..... | 9 40 P M  | 12 30 P M |
| No 27, Conneaut Accommodation.....    | ..... | ..... | 12 10 A M | .....     |

Sunday train for Nottingham—Depart 8:15 a. m.

and 1:45 p. m.; returning, leave Nottingham at 8:50 a.

m. and 3:45 p. m.

Reference marks—Daily, † daily, except Sunday,

‡ daily, except Monday.

A local Cleve and New York sleeper daily on

No. 12, leaving Cleveland at 2:45 p. m.; arrive Grand

Central depot, New York, 10:30 a. m.

For full information as to trains and connections apply

at the Union ticket office, corner Bank and Super-

ior streets, under Mercantile Bank.

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The passenger equipment of this New Trunk Line  
is all new and is supplied with the latest appliances  
necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van

Buren street, Chicago, and N. Y. L. E. &amp; W. R'y depot at

Buffalo.

Following is the time in effect June 28, 1885, and un-

til further notice:

| EASTWARD.                |       |       | Arrive    | Depart.   |
|--------------------------|-------|-------|-----------|-----------|
| Buffalo Passenger.....   | ..... | ..... | 10 40 A M | 10 45 A M |
| Chicago Passenger.....   | ..... | ..... | 9 02 P M  | .....     |
| Local Freight.....       | ..... | ..... | 11 45 A M | .....     |
| WESTWARD.                |       |       | Arrive    | Depart.   |
| Chicago Passenger.....   | ..... | ..... | .....     | 6 45 A M  |
| Foristria Passenger..... | ..... | ..... | 4 46 P M  | 4 51 P M  |
| Local Freight.....       | ..... | ..... | 12 20 P M | 12 50 P M |

## ROCKY RIVER ACCOMMODATION.

Depart—7:45 a. m., 9:35 p. m.

EUCLID ACCOMMODATION.

Depart—6:24 a. m., 9:10 a. m., 5:05 p. m.

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## Marine Record.

Published Every Thursday at 144 Superior Street, (Leader Building) Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

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MARQUETTE, MICH.—J. A. Vannier.

ESCANABA, MICH.—Wm. Godley.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

## ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, APRIL 15.

## FREIGHTS AND FREIGHTS.

The tone of the freight market continues to rule steady and strong, with a higher tendency. As the season advances and the Straits do not open, agents assume more firmness and hold their tonnage higher, while shippers, under an improved demand for grain from the east, are weakening and are now paying  $\frac{1}{2}$ ¢ more for tonnage than they did one week ago. As we have said in a previous number, lake carriers are now masters of the situation, and they have had strong allies in the recent cold weather and the condition of the ice in the lakes. The Straits do not promise to open before the 25th, and while the ice in Lake Erie, off Buffalo, is not so formidable as it was this time last week, it is not likely that much traffic out of or into that port will be done before that date.

Many of the grain laden vessels at Chicago, numbering about one hundred and ten, are being put in trim for the opening, and when that event is announced the finest coasting fleet in the world, and the largest that ever left any port in the same interval, will take departure for ports on Lakes Erie and Ontario, with cargoes of grain, comprising about five million bushels.

That the arrival of this immense amount of tonnage in Buffalo harbor so near together will have an undue influence on coal freights can not be denied, as it has been customary heretofore for each and every master to charter and get away before the jam commences. In fact he becomes eager in his anxiety to get the dock and load first, and is willing to sacrifice a point in order to obtain this end. This is exactly the condition that coal shippers at Buffalo are waiting for, and the reason why they will not name rates for the 27,000 tons of coal with which some line boats are freighted. This will also be a strong point which will be used to compel carriers to accept the new system of carrying coal by gross tons, which is, without doubt, an infringement on the rights of vessel owners. It may be true that coal is sold in New York city by the gross ton, but it is distributed from Buffalo to all ports on the lakes and sold net and the new rule should not be permitted to come into use. The prices named for gross tons out of Buffalo are, to Chicago 60¢, to Milwaukee 55¢, to Lake Superior ports 50¢, and to Toledo 40¢. At these rates gross, 2250 pounds to the ton, carrying will be done at a lower rate than at the same time last year. The rate out of Cleveland was fixed at 70 cents, the Cleveland Transportation boats being the first to charter, and the price having been fixed and several vessels chartered at that rate, owners should hold for it on their arrival at Buffalo.

It has been said that the cause of the advance on grain freights in Chicago to 4 cents on corn and  $4\frac{1}{4}$  cents on wheat was based on the fact that the Wabash elevator being located near the end of the South Branch, nothing but small carriers, drawing not over twelve feet of water, could get up to load, but this is no detraction from the advantages of the situation, as the loading of these small carriers relieves the market of just so much tonnage, while the elevator people contrib-

ute \$1.00 per 1,000 bushels to the payment of the tow bill.

Coarse freights promise remunerative results to vessels. The crop of cedar and hard wood is unusually large, and what is more there is a demand for it. The schooner George A. Marsh has been chartered for a cargo of hard wood from Frankfort at \$2 per cord. Several vessels have been chartered for ties from points near Frankfort at 7 cents and for posts at  $4\frac{1}{2}$  cents. These rates will probably prevail at the opening of the season.

## LAKE CARRIERS' ASSOCIATION.

The Lake Carriers' Association is on the alert to head off any abuse that is likely to infringe on the rights of lake men or reduce the prospects of making a fair profit on the season's business. It has been remarked for some time that although the season promised to open up quite early, no coal charters out of Buffalo had been made. The reason is apparent in that the coal shippers were considering some means whereby they could have the freight on coal, which promised under the net measurement system, heretofore in vogue, changed to gross, which would make the rates nominally the same as those of last season; even if there should be a material advance. With the view that the managers of the line boats are members of the association we trust that they will insist on being paid for net tons on the 25,000 tons they have on their vessels subject to the opening rate.

At a meeting of the Board of Managers of the Lake Carrier's Association, held at Buffalo April 6, the following resolution was passed.

WHEREAS, It has been reported to the Lake Carrier's Association that the coal shippers propose to have vessels carry anthracite coal from Buffalo west at rates per gross ton, instead of as heretofore at rates per net ton, and, whereas, the only apparent object for this change is to indirectly reduce the compensation vessels shall receive for carrying coal,

Resolved, That this board consider the proposed change unjust and unfair to the lake carrying interests, and hereby recommend the members of this association to carry coal from Buffalo only at rates made per net ton, as has been the custom heretofore.

## TIDAL WAVES.

Last week we printed a paragraph saying that Lake Michigan was on the rise and that Chicago was in some danger of being encroached upon. On this subject Science says: The rise and fall of the waters in the northwestern lakes, and the consequent dangers to the lake cities, have frequently been a sensational subject for discussion. The great tidal waves, like the one which rolled in on Cleveland a few years since, and the piling up or lowering of the waters by continued gales, are, of course, real dangers on account of the suddenness of their occurrence, though, happily, they are rare and temporary events. But alarmists are continually announcing the discovery that the gradual or secular changes in the lake levels are sure to bring disastrous results. According as the waters are rising or falling, we hear of grave fears that some lake port is likely to be inundated, or left high and dry inland. Recent reports in the daily press indicate that Lake Michigan is assuming a threatening attitude towards Chicago and its suburbs. The lake is now rising, the reports state, at the rate of several inches per year; and one needs only to imagine this rise prolonged at the observed rate for a few years to get an idea of startling possibilities for the Garden city. But the records of the fluctuations in water level of the great lakes, which have been carefully kept for many years by the corps of engineers, U. S. A., do not warrant us in prolonging any observable rise or fall indefinitely. On the contrary, these records indicate that the variations in the lake levels, above or below the mean stage, are confined to a very few feet,—about three feet at the most. The variations are greatest in Lake Ontario, less in Lake Erie, still less in Lakes Huron and Michigan, which form a single level surface, and least of all in Lake Superior. With reference to Lake Michigan in particular, a glance at the water level curves published in the report of the chief of engineers, U. S. A., 1882 (the curves do not appear to be published in the later reports,) shows that the average yearly variation in level of that lake is about one foot, that the maximum variation during any one year included in the period (1859-82) covered by the published record was two feet and a half, and that the extreme fluctuation during the same period from the highest stage (in 1859 or 1876) to the lowest stage (in 1869 or 1873) was three feet and seven-tenths. The highest recorded stage of Lake Michigan, viz., that of 1838, was only one foot

higher than the stage 1859 or 1876. It seems tolerably safe, therefore, to conclude that the prospective dangers to Chicago or any of the lake cities from too much or too little water in the lakes are all such as may be overcome by acts of congress in the shape of timely items in the river and harbor bill.

THE gale of last week drove a detached piece of land to within a half mile of Hamilton (Ont) piers, where the island settled in forty-two feet of water. Fifteen or twenty poplar trees are growing on it, but the exact size of the island cannot yet be ascertained, as a strong breeze is blowing from the south.—Exchange.

Another marine reporter gone on a toot. He has taken the Canadian schooner Speedwell for an island and her spars for poplar trees.

WE have received from T. G. Butlin, President of the Goodrich Transportation Company, which is one of the best equipped passenger lines on the lakes, complimentary franchise on the boats of that line for the season of 1886, for which we desire to express our gratitude. We also desire to extend our thanks to the same gentleman for a like favor extended our efficient Chicago agent, Mr. Williams.

ONE of the rules promulgated by the hull pool says that body shut out competitors for business because it was desirous of controlling the wrecking business, which, they claim, can be done better when only one person is interested than when there are several conflicting interests.

Senator Jackson of Tennessee, has been appointed to the Sixth circuit United States court vice Judge Baxter deceased. Judge Jackson is good a lawyer and will fill the position with ability.

THE Canadian bureau of hydrographic survey has compiled a new set of charts of Georgian bay, which are for sale to mariners at a cost of about fifty cents.

RAILROADS have again made their influence felt in the New York legislature in the defeat of the Weber canal bill.

The Welland canal will be opened for the season on the 19th inst.

## OBITUARY.

## CAPTAIN GEORGE JUDSON.

On April 11, one of the veteran lake navigators, Captain George Judson, passed to his reward. He has lived a just and upright life, and was esteemed and honored among men. Captain Judson was one of the few mariners who succeeded in amassing a handsome fortune. He was the son of Rufus Judson, Esq., of Bridgeport, Conn., and was born in Vermillion, Ohio, December 3, 1820. At an early age he found himself alone in the world, having lost both parents, and at the age of 12 years he went sailing on the Lawrence, and through long years of close application to his duties he worked his way to the command of vessels, his last active service being on board the steamer Henry Chisholm. He retired from the lakes about four years ago. Being long in the employ of Captain Alva Bradley, his friend and counselor, his prosperity was assured. Captain Judson lived in Cleveland since 1859.

The funeral services were held at the late residence of the deceased, 66 Kinsman street, yesterday, and the remains interred in Woodland cemetery. The plate on the coffin bore the inscription, "Captain George Judson, Aged 63 years." The pall bearers were Captains C. Rewell, William Guyles, C. P. Minch, Leonard Loomis, I. W. Nichols, and George Stone.

## CAPTAIN DANIEL ROBERTSON.

Captain Daniel Robertson, for many years a resident of Cleveland, and who was well and favorably known along the entire chain of lakes, died suddenly in Chicago on Saturday last. Captain Robertson was of Scotch parentage. He came to Cleveland some thirty years since, when nineteen years of age, and began his seafaring life. Since then he has occupied various positions. His wife died five years ago, since which time he has lived much of the time with his son, Charles A. Robertson, at No. 238 Courtland street, Cleveland. The deceased leaves five children.

## ANSWERS TO CORRESPONDENTS.

MRS. H. M. W.—There are four electric light masts. The one in the Public Square is the tallest, its height being 260 feet above the surface, and extending 12 feet below it. The one at the corner of Bank and Lake streets is 211 feet in height. The material of which the towers are composed is wrought iron, riveted together in sections of 5 feet each in length. Each mast is 36 inches in

diameter at the base, and 8 inches in diameter at the top. There are eight 4000 candle power Brush electric light lamps on each mast. The lamps are lowered and raised for the purpose of trimming, by means of a drum, pulleys, and endless wire cable. The liberty pole in the Square is 235 feet high, and at this writing bears a flag at half mast in honor of Captain George Judson, who died on the 11th inst.

## ANCHOR LINE APPOINTMENTS.

Following is the official list of appointments of masters, first mates and first engineers made by Manager Evans, of the Anchor Line, for this season.

Propeller India, Captain E. Mooney; mate, R. Drury; engineer, W. Wilson.

Propeller China, Captain M. Niland; mate B. Huff; engineer, John Wise.

Propeller Japan, Captain Robert Smith; mate, H. McQueen; engineer, T. Griffin.

Propeller Winslow, Captain W. W. Smith; mate, John Malloy; engineer, J. N. Warner.

Propeller Arizona, Captain John Dunn; mate, John Graser; engineer, J. Miller.

Propeller Philadelphia, Captain M. Riley; mate, J. H. Smith; engineer, Campbell.

Propeller Alaska, Captain C. H. Wilson; mate, H. Murphy; engineer, J. Smith.

Propeller Annie Young, Captain P. O'Neil; mate, Lent; engineer, Harrington.

Propeller Gordon Campbell, Captain H. A. Sisson; mate, James Kenny; engineer, Blinby.

Propeller Wissahickon, Captain James Todd; mate, Mason; engineer, Potts.

Propeller Delaware, Captain Charles Christy; mate, Cronley; engineer, Erskine.

Propeller Juniata, Captain D. Ryder; mate, Preston; engineer, J. Killillee.

Propeller Conestoga, Captain P. Riley; mate, J. Dougherty; engineer, Patrick.

Propeller Lycoming, Captain Joseph Corcoran; mate, H. Ferguson; engineer, W. Wise.

Propeller Conemaugh, Captain T. A. Walsh; mate, A. N. Smith; engineer, Swain.

Propeller Lehigh, Captain G. L. Hogg; mate, Durkee; engineer W. Sullivan.

Propeller Clarion, Captain W. P. Garden; mate, Miller, engineer, Walker.

Barge Allegheny, Captain W. H. Plumb; mate, Townsend.

Barge Schuylkill, Captain George Blair; mate, Tucker.

Barge Annie Sherwood, Captain J. McCarthy; mate, Burns.

Tug Erie, Captain E. Thompson, engineer, Leman.

The names of no new masters appear in this list, but at least a dozen changes have been made from last season's assignments. Captain Robert Smith was on the Arizona, John Dunn on the Japan, M. Riley on the Alaska, C. H. Wilson on the Annie Young, P. O'Neil on the Juniata, H. A. Sisson on the Clarion, James Todd on the Lycoming, D. Ryder on the Gordon Campbell, Joseph Corcoran on the Conemaugh, T. A. Walsh on the Philadelphia, W. P. Garden on the Allegheny and W. H. Plumb on the Wissahickon. The boats will run as last year, the first five on the Lake Superior route and the rest between Buffalo and Chicago.

AUGUST 16, 1925.—About 3:15 this afternoon, after three years of incredible toil, hardship and labor, we reached that spot which has filled the ice-fields of the north with graves and wrecks. We stood at last at the North Pole. Of the hundred men who sailed from New York Harbor, I was the only one living, and my only companions were the two Esquimaux. A moment we stood in solemn silence, savage and Christian alike awed by the thought that we had crowned with success the superhuman efforts of centuries, when, stepping briskly around from the other side of the Pole Mr. Russell, of the firm of Felthousen & Russell, came, his form outlined by the light of one of their admirable signal lamps, the rays of which had enabled him to penetrate to the mysterious region, who wanted to know if we would hang it to the Pole. More lamps however, can be found at their store 139 and 141, Main street Buffalo, N. Y.

## FOR SALE.

ASHTABULA HARBOR, O., April 13th 1886. Having decided to change business, and remove from here, I offer my store room, (one-half of building known as Marine Block,) size 20x55 fine plate front, room beautifully finished; location one of the best been used for a clothing store the past nine years; for sale very cheap; also small new stock of clothing, furnishing goods, hats, trunks and oil clothing; a great chance for business. Town of 1,800 people, with but one clothing house. Address at once.

CHARLES T. McCLANNING.  
Ashtabula Harbor, O.

[Around the Lakes Continued from 1st Page.]

## DETROIT.

Special to the Marine Record.

April 13.—Mr. Thomas R. Ryan, for many years a popular and well known steward on board of lake steamers, and whose illness was referred to in my last, passed over the gulf at his residence, 32 Fourth street, on Thursday morning, aged 62 years.

Since the ice embargo at the entrance of St. Clair ship canal, steambarques and their consorts have been delayed there awaiting a passage through. The steambarge Burlington, with two barges, and the Bay City with two also, are among the number. At this writing there is very little change in the St. Clair river. There is a clear passage as far down as Algonac, but no farther. The propeller City of New Baltimore made an effort on Friday last to force her way into Lake St. Clair, but was unsuccessful.

During last Tuesday's terrible snow storm the steamer City of Dresden, which plies between Wind-or and Leamington, struck on hard bottom at the latter place and broke her wheel. She managed to get back to Detroit and got a new wheel at the Detroit drydock and was ready to resume her route Monday morning. Aside from delay and the cost of a new wheel, she sustained no other damage.

On and after May 1st the steamer Evening Star will ply between this city and Port Huron, until the steamer Greyhound is ready for the route, when she will be taken to Bay City and ply in that locality.

The steamer Saginaw is being fitted out to ply between Detroit and Toledo, and will soon commence running, making daily trips.

But one charter took place during the past week at this port, which was the barge Monitor, to freight 22,000 bushels of corn to Walkerville, at 1c per bushel, the distance being about three miles.

The propeller Atlantic, since her return to Port Huron, has been sheathed over with iron plating, and is awaiting the removal of the blockade at the head of the St. Clair river.

Two of the largest boilers ever built at this port are now in process of construction for the steamer Greyhound. Length 12 feet, and diameter 15½ feet.

The new steamer Darius Cole is receiving her finishing touches, with gilt mouldings on her bows, while her cabins are being adorned in beautiful style.

The storm of last Tuesday, it is claimed by the older heads, was without a precedent during the month of April since 1810, when, on the 9th of same month one equally as furious occurred. On April 18, 1848, a storm of equal violence visited the whole chain of lakes, but was attended with little snow.

The tug Martin Swain was inspected at this port on Friday and was found all right.

The tug W. B. Castle came up from Toledo on Friday with the barges Irish and J. H. Magruder. The tug Colton arrived from the same port with the barge Agnes. The latter has contracted to transfer the steamers Russel Sage, Galt, and Hopkins from Trenton to Toledo, two of the number having already been taken over, and the Hopkins ere this also.

The harbor tugs at this port are having active employment in various ways. The McKinnon, of Ruelle's line, brought the steamer Saginaw from her winter quarters on Thursday to the Star line dock, and on Saturday took a party of gentlemen to Goose Point, Lake St. Clair. The tug Onelda, of Mills' line, is moving boom poles to and from various points.

The steamer Alaska, Captain Harryman, of the Detroit & Sandusky route, commenced plying Wednesday, leaving here at 8:30, and for the present will ply on alternate days. She is in splendid condition, and will run from Ashley & Mitchell's dock, foot of Third street, as last year. It is now forty years since that route was first inaugurated, the steamer Fashion being the first boat.

The tug Messenger which wintered at this port, is being fitted out for the fishing trade on Lake Huron and will leave as soon as the ice will permit.

The schooner N. C. West, with coal from Cleveland, has arrived. She remained at the mouth of the river for some time awaiting a fair wind and thus saved a tow bill.

During the past fifty years navigation has opened at all points eight times in the month of March, thirty-four times in April, and eight times in May. Prior to that period there were but two instances when it was deferred until June; in 1807, June 7, and in 1811, June 4.

An effort to get through the ice gorge at the head of St. Clair river was made on Monday morning by the steamer Atlantic, but all to no purpose, finding ice even more

solid than on the previous venture, and grounded to the bottom. As the weather has set in warm the delay will not be long.

Word reached here yesterday morning that the ice barrier at St. Clair flats had broken up and the delayed barges at that point had proceeded on their voyage. The steamer Idlewild at once got up steam and was off at 10:30 a. m. The steamer Milton D. Ward leaves this morning. The steamer City of New Baltimore is expected down this morning and until her arrival nothing definite will be known.

The steamer Flora, for Mackinac, is announced to leave to-day and will proceed as far as possible. She was loaded with merchandise and supplies to such an extent that a portion had to be transferred to the steamer Ward, consigned to points on the St. Clair river.

The steamer City of Alpena took on yesterday a supply of coal, and as soon as her cargo is on board will also depart westward.

The death of Captain George E. Judson, in your city on Sunday, was painful to his numerous acquaintances in this city, as he was a sailor possessed of noble traits, universally respected and widely known throughout the lake region.

An expedition, it is said, has started out from Bay City to rescue the propeller Oconto which was driven by the late storm from where she stranded last fall on to Sand Point in that locality.

Two seamen named Joseph McCarthy and John Burns, on board the barge Favorite, near the Detroit drydock, while engaged in scraping the foremast, fell a distance of fifty feet and miraculously escaped instant death by falling on some lumber. They were badly bruised and shaken up and were taken to the hospital for treatment.

The old steamer Eighth Ohio, which has been laid by for so long a time as to be almost forgotten, is to be hauled out at Springwell's, reconstructed and machinery placed in her for service once more.

The schooner I. N. Foster, with coal from Lorain, and the Mineral State, from Cleveland, also coal, are discharging at this port.

Two fine sketches of the steamers Greyhound and City of Cleveland, respectively, are on exhibition here, and are excellent works of art.

## BAY CITY.

Special to the Marine Record.

Captain John Sharpstein, of Sebawaing, was in the city just after the big blow, and states that the propeller Oconto which was on Charities island, had blown off and could be plainly seen from Sebawaing on Thursday. She seemed to have shifted about ten miles further up, along the shore. The tug Peter Smith made an attempt to get outside and go to her rescue, but the ice is piled up at the mouth of the river from ten to thirty feet high and solid to the bottom of the river.

The tug James Hay was at the mouth of the river Saturday, and reports the ice solid for a mile and a half out.

The ice mountain at Pencoming is attracting a large number of visitors, and has already been photographed. A large number of persons from this city have journeyed to the above burg to see the frigid pile, which is about forty feet high in places.

Bay City's longshoremen will demand 40c per hour for their services this spring, and "no jobbing" is the cry.

The propeller Arundel, of the Bay City & Alpena route, is in readiness to start on her first trip at a moment's notice. Paint, applied in an artistic manner by the veteran, Joe Elliott, has transformed her into the handsomest craft on the river. Her officers for the coming season will be: Captain, John Stewart; mate, John Hutton; clerk, H. Rodney Whitmore; chief engineer, Jos. Blanchard; second engineer, Wm. Sheard; steward, James Brown.

The Metropolis is now in the hands of the ship joiners and painters, who will complete their work within ten days. She will be officered as follows: Captain, Daniel M. Pierce; clerk, W. H. Beebe; engineer, Wm. Dubois; second engineer, Robert E. Robertson; steward, Hugh Brady.

The ferry boat Charles B. Hull has gone to East Saginaw, where she will run between that city and Saginaw City, in opposition to the Charles P. Fish. It looks as though Manager Armstrong was going to monopolize all the Saginaw river ferry routes, if he has not already done so.

It is estimated that about 62,000,000 feet of logs will come out of the Au Gres river this season, which means plenty of work for the Smith & Mitchell and Boutell tug lines.

A number of mills are now running and others are to start soon; all of them with one or two exceptions on the ten hour plan.

SHAW.

## EAST SAGINAW.

Special to the Marine Record.

The severe gale of last week exerted a marked effect on the Saginaw River. High, white crested wave washed rapidly up stream causing much trouble among the shippers. The barge Ida Corning lying at the foot of Gorman street and the McDougall, lying at the foot of Johnson's Lime Kilns, parted their lines and floated out into the stream. It was some time before they were picked up by the tug Anna and returned to the docks again. Fortunately they sustained no great injury. The draw of the Johnson street bridge was kept open, interrupting travel by team between the east and west side and compelling foot passengers to go across by boat and take a shaking up. The Mary Bell was at one time compelled to lay up on account of the storm. The passenger steamer L. G. Mason, running between this city and Bay City made no attempt to do business on the day of the storm. "I saw a woman," remarked an old tar "who was unable to either take in sail or throw out a line, scudding along Washington avenue at a four-knots an hour rate; fearful of striking an obstruction and unable to sheer from her course."

Jas. E. English & Mohr have gone to Port Huron to fit out their boat, recently purchased from Frank Hart, the Pickup, but to be known hereafter as the Lucille. She is to be brought here soon on the Bay City route in opposition to the steamer Burt & Mason.

Messrs. English & Mohr made a final offer last week of \$18,225 to the administrators of the Root estate for the Mason and Burt, but their offer was refused and they now propose to look elsewhere for another boat to run in connection with the Lucille.

Navigation on the Tittabawassee river is now open, the first lighter load of brick having arrived down from Paine's station on Friday last.

The propellers Saginaw Valley and Sanilac will run on the Cleveland and Saginaw route again this season. F. W. Carlyle will act as agent at this end of the river.

A gentleman named Gilleham of Bay Port succeeded in reaching the Oconto on Friday. He says the boat lies on the bar between North and Heistermans Islands. He reports her half filled with ice and water, but does not think her hull is seriously damaged. At any rate she is a good one to stand what she has gone through and may get out all right.

Just as I am about to mail my letter Mr. Merriman, of Port Huron, representing the wrecking company which has contracted with the insurance companies to release the Oconto, arrived in this city from Bay Port. He states that the steamer lies in fourteen feet of water with about two feet of water on her main deck, and that four men succeeded in boarding her on Saturday, who report her in good condition. Mr. Merriman endeavored to reach her but could not on account of the ice. The tug Peter Smith was to have left Bay City to try to break a passage through the ice gorge at the mouth of the river, but her commander was informed that she had gone down and consequently did not leave the dock. As soon as the ice disappears sufficiently to permit of work being done a wrecking outfit will be sent from Port Huron. It is understood if she is in good condition she will be transformed into a steambarge.

A dastardly attempt was made last week to sink three boats owned by different parties which were moored at the Flint & Pere Marquette railroad dock. The motive for the crime is unknown and there is no clew to the guilty parties. One of the boats, the barge Peck, had three holes bored in the bottom. The deed is supposed to have been committed on Monday night of last week, but the boat being light did not make water rapidly, and the discovery was not made until Friday, when it was found that she had about two feet of water in her hold. The other boats were the lighters Enterprise and E. J. Ring, which had their tow lines cut and were sent adrift. Fortunately the former floated into Owen's mill boom and the latter sheered into the Flint & Pere Marquette dock. The Peck is owned by A. Pinet, the Enterprise by Allen McLean, and the Ring by Cross, Gordon & Randall. If the perpetrators are apprehended they will be summarily dealt with.

SHAW.

The strong south wind this afternoon has moved the ice off shore about six miles and it is on the move down the lake.

The schooner Julia Willard, in the limestone trade, sailed for Kelly's island to-night.

The schooner F. W. Gifford, in the ore and coal trade, has all her rigging bent and will probably sail on Thursday.

The Anchor line warehouses at this port were opened this afternoon.

## FRANKFORT.

Special to the Marine Record.

Point Betsy light was resumed March 20, with Ed Slyfield as light keeper. He was born in this light station and is familiar with flash lights from boyhood, and he is always at his post of duty, ready to send the friendly glare of Point Betsy's light over the water to guide the storm-tossed mariner on his way. A new light tower is much needed there. The old building begins to show signs of wear and tear. A fog signal there would also fill a long felt want.

On April 5th the schooner Flying Cloud ran ashore at Pierrepont while trying to sail away from the pier. The steamer Sanford released her and she sailed for Milwaukee uninjured.

Captain Thomas E. Matthews and crew resumed duty at Point Betsy life station April 5. The force is composed of the same men who served last season.

Tug Jessie Slyfield is being repainted and looks as fresh as a daisy.

Tug L. Q. Rawson bent her shaft while out Thursday and loosened her stern bearings, but managed to make the harbor all right and was repaired.

Weather cold, and ice just as solid in the harbor as two weeks ago.

The scow J. B. Prime arrived on the evening of the 9th, being the first sail arrival this spring. She was towed in by the tug D. P. Hall. The same afternoon the schooner Josephine Dresden and scow German passed, bound north to Aral pier, eighteen miles from here in Platte bay, where they take cargoes for Racine.

The schooner C. Amsden came in at noon on the 10th, and the Morning Star shortly after. These are the early birds. A force of men are sawing a passage in the ice to let them up to South Frankfort.

Tug Andrew Gale arrived from Muskegon on the 9th and will engage in fishing.

## BURMEISTER.

## AMHERSTBURG.

The changes in the ranges at the Lime Kiln Crossing have been completed. A lightship will be used until the Canadian government erects the new light on the old asylum grounds at Fort Malden. Dunbar has his whole plant at work day and night. The completed work has been swept over carefully by Colonel Kallman, and all the loose stones picked up by a diver, and everything is ready for the big ones.

Captain Andrew Hackett, of Bois Blanc island lighthouse, has been instructed by the Canadian government to place a buoy on the wreck of the Bob Hackett, which lies directly in the new range on the head of Bois Blanc island with the Lime Kiln Crossing. He will place a black can buoy over the wreck, which will be left on the port-hand side going up. There is nothing done yet by the Canadian government toward moving the wreck of the Hackett.

## HAMILTON.

The schooner Speedwell, of this port, left Charlotte Monday last bound for Toronto with a cargo of 400 tons of coal. She was the only vessel on Lake Ontario during last week's storm, and no news of her having been received, it is feared she has gone down. Some say that she made Hamilton piers for shelter and was blown out again. This rumor is not likely, for if she missed the piers she would have been blown on the beach.

## OSWEGO.

The Longshoremen's Union at Oswego has agreed upon the following prices for handling lumber: All vessels 300,000 feet capacity and over, 25 cents per M for the entire season. Under 300,000 feet 20 cents per M till August 1, and 25 cents after that date. Michigan lumber in vessels 55 cents per M for the season. Michigan lumber in canal boats 20 cents per M for the season. The date for increasing price is one month earlier than last year.

G. F. Sheldon & Son have refitted and opened their meat market at Ashtabula Harbor, with a choice lot of meats for the marine trade. They will constantly keep on hand the best quality of meat.

## SCOTT'S NEW COAST PILOT

IS SOLD BY

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## HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

## CHAPTER LXV.

The lake navigation of 1865 was fairly remunerative, freights ruling at good figures throughout the season; the lowest on wheat, Chicago to Buffalo, was 6c, and the highest 19c. Business commenced at about the usual period, with but limited new tonnage. The principal and more important events of the season may be recorded as follows:

March 9. Navigation was resumed between Detroit and Malden.

March 13. Navigation opened from Detroit to Port Huron, the steamer Young America arriving at the latter port.

March 27. Navigation resumed between Detroit and Cleveland, the steamer Morning Star, Captain Viger, the first through.

April 3. Navigation from Detroit to Saginaw opened, the steamer Forest Queen, Captain Kenyon, first boat through.

April 5. Schooner Wings of the Morning, first sail arrival at Detroit from Cleveland.

April 8. Propeller Canisteo arrived at Detroit from Dunkirk, the first boat from that locality.

April 12. Bark Thermutis and schooner Saranac left Detroit for Bruce mines to load copper for Liverpool, England.

April 19. Propeller Montgomery passed through the Straits of Mackinaw, the first boat en route westward.

April 20. Propeller America arrived at Detroit, the first boat from the Welland canal.

April 23. Bark Champion, the first vessel to pass Detroit, and the first sail craft hailing from Lake Michigan.

April 25. Navigation opened to Buffalo, the propeller Missouri the first boat to depart.

May 7. Bark Thermutis, Captain Charles Gale, left Detroit for Liverpool, laden with copper and staves.

May 9. Schooner Saranac, Captain Wright, departed from Detroit for Liverpool, laden with copper and staves.

May 13. Brig Sea Gull sailed from Toronto for Port Natal, on the coast of Africa, laden with oak lumber.

May 14. Bark C. E. Rosenbury, Captain Bearse, sailed from Toledo for Boston, Mass., laden with walnut lumber.

May 15. Bark W. S. Pierson, Captain Charles McMillan, sailed from Sandusky for Hamburg, Germany, with a cargo of timber and staves.

May 27. Brig Lucy A. Blossom, Captain Lynn, left Detroit for Boston, Mass., laden with walnut lumber.

June 10. Bark Wirralite arrived at Detroit from Liverpool with a cargo of merchandise. Bark St. Clair, 380 tons burden, full rigged, new, launched at Marine City for Boston parties, and departed for that port, laden with lumber.

June 12. Schooner Union left Detroit for Graytown, Nicaragua, with emigrants. Bark Jesse Drummond departed from Port Stanley for Hamburg, Germany, laden with walnut lumber.

June 28. Bark Wirralite, Captain S. C. Jones, left Detroit for Liverpool with copper from Bruce mines.

July 28. Schooner Clyde sailed from Sandusky for Boston, Mass., laden with walnut lumber.

July 31. Bark Jaques De Molay, Captain Mills, arrived at Detroit from Liverpool with pig iron and salt.

August 1. The steamers Reindeer and Pearl had a trial of speed between Detroit and Malden; the former proved victor.

August 9. What proved to be the most lamentable incident of the season transpired on this date, by a collision between the propellers Pewabic and Meteor on Lake Huron, by which it was estimated over one hundred lives were lost. The Pewabic was commanded by Captain George McKay, the Meteor, by Captain Thomas Wilson.

September 15. The schooner F. R. Franzemontagne arrived at Detroit from New Foundland, en route to Chicago.

October 1. Bark Thermutis, Captain Gale, arrived at Cleveland from Liverpool with merchandise.

October 17. Schooner R. N. Brown, Captain Higgins, departed from Toledo for Boston, Mass., laden with walnut lumber.

October 25. Bark Wavertree arrived at Cleveland from Liverpool, laden with merchandise. Bark Thermutis departed again for Liverpool from Cleveland, laden with petroleum.

December 16. Navigation of 1865 closed on this date.

In addition to the foregoing there were three explosions during the season, all tugs, resulting in the loss of five lives, viz: tug Success, at Chicago, three killed; tug Fannie Spafford, in same port, and Fannie White, at Bay City, each one life.

The propeller Buckeye, stranded and sunk in the St. Lawrence river, by which sad event a Mrs. O'Neil, of Oswego and Mrs. Aubrey and daughter, of Milwaukee, were drowned.

The foundering of the schooner Fortier on Lake Michigan, off Grand Haven, resulted in the loss of all hands, five lives.

The following merchant vessels were commissioned on the lakes in 1865, not including tugs or those of small tonnage:

Steamer Keweenaw, 800 tons, built by Arnold at Marine City.

Steamer City of Toledo, 315 tons, built by Keating at Toledo.

Steamer Minnie, 226 tons, built by Tripp & Kirby at East Saginaw.

Propeller Lowell, 460 tons, built by Lafriener at Cleveland.

Propeller General H. E. Paine, 248 tons, built by D. McKay at East Boston.

Propeller Salina, 212 tons, built by P. Lester at Marine City.

Propeller Trader, 150 tons, built by P. Price at Marine City.

Bark Cecelia, 342 tons, built by Donaldson at Port Dalhousie.

Bark Carrier, 184 tons, built by D. Lester at Marine City.

Bark Excelsior, 552 tons, built at Buffalo.

Bark Mary Merritt, 347 tons, built by Shickluna at St. Catharines.

Schooner Clara Parker, 556 tons, built by J. M. Jones at Detroit.

Schooner Netta Weaver, 400 tons, built at Milan.

Schooner Julia Willard, 214 tons, built by R. Hayes at Ashtrabula.

Schooner Frankie Wilcox, 229 tons, built by R. Hayes at Fairport.

Schooner Rising Star, 298 tons, by B. Morgan at Oswego.

Schooner Knight Templar, 290 tons, built by George Goble at Oswego.

Schooner J. W. Langmuir, 116 tons, built by D. Tait at Picton.

Schooner J. B. Prime, 170 tons, built by R. Hayes at Fairport.

Schooner Radical, 165 tons, built by S. McDonald at Detroit.

Schooner H. B. Rathbun, 149 tons, built by J. Tait at Mill Point.

Schooner Mary Taylor, 156 tons, built by G. Thurston at Kingston.

Schooner Home, 144 tons, built by Arnold at Port Huron.

Schooner General U. S. Grant, 156 tons, built by Hanson at Green Bay.

Schooner Fostoria, 237 tons, built at Black River.

Schooner Colonel Cook, 250 tons, built by J. Navagh at Oswego.

Schooner W. H. Chapman, 77 tons, built by H. D. Root at Black River.

Schooner Coral, 115 tons, built by H. C. Pierson at Ogdensburg.

Schooner David Dall, 120 tons, built by Hanson at Green Bay.

Total tonnage, 7,671 tons.

Special mention is made of some fast sailing in those days, for it must be borne in mind that tugs, in quest of tows, did not then as now extend their visits far outside the rivers and vessels oftener than otherwise neared the rivers before throwing out the tow line. It accordingly behooved every captain to make time with his competitors or he would soon be displaced.

Among the quick trips below recorded will be found that of the schooner Bonnie Doon, a fore and aft rig, owned at that time by Jillett & King, of Chicago. This vessel made the passage from Milwaukee to Detroit in fifty-six hours, sailing the entire distance to the St. Clair river, where a tug met her soon after entering. The report of this trip was from no vain boasting of her master, but far to the contrary. She started on her voyage from Milwaukee in the afternoon at about 3 o'clock, at which time the owners telegraphed to Detroit, to be advised of her passing that point, as one of them wished to meet her at Buffalo, and in this manner the facts were learned. I doubt much if this voyage was ever equalled before or since; certainly not surpassed. It was afterward learned that she had a whole-sale breeze the entire distance and did not have occasion to make or shorten sail while en route.

Propeller B. F. Wade, from Sarnia to Chicago in fifty-six hours.

Bark Kate Darley, Captain Locke, the round trip between Buffalo and Chicago in sixteen days.

Bark H. P. Bridge, Captain Dan Ingraham, from Chicago to Buffalo, thence to Detroit in eight days.

Schooner Starlight, Captain James Harvey, from Detroit to Buffalo and return in five days.

Schooner Bermuda, Captain McDonald, Detroit to Port Colborne, thence to Port Huron in four days.

Schooner H. L. Lansing, Captain Parsons, Detroit to Buffalo and return in three days and twenty-two hours.

Bark Jane Bell, Captain Hugh McGaw, Buffalo to Chicago, thence to Marquette, in twenty-eight days.

Bark Favorite, Detroit to Buffalo and return in three days; lay aground at Buffalo eight hours.

Scow Orion, Buffalo to Detroit in twenty-five hours.

Schooner St. Andrew, Erie to Marquette and return in twelve days.

Propeller Montgomery, from Chicago to Sarnia in fifty six hours.

Propeller Iron City, Cleveland to Ontonagon, thence to Detroit in five days, thirteen hours and fifteen minutes.

Schooner Kirk White, Captain Depew, Detroit to Forester and return in four days.

Scow Ida H. Bloom, two trips from Detroit to Cleveland and return in eight days.

Brig A. Mitchell, Chicago to Menominee and return in four days and seventeen hours.

Bark Champion, Chicago to Buffalo in four days and thirteen hours; was thirty-six hours towing through the rivers.

Schooner York State, Captain Collins, Chicago to Buffalo in four days and four hours.

Bark P. C. Sherman, Chicago to Buffalo in three days and twenty two hours.

Schooner Collingwood, Chicago to Detroit in sixty hours.

Schooner Bonnie Doon, Milwaukee to Detroit in fifty-six hours.

Bark Alice, Captain Thomas A. Burke, Chicago to Buffalo in three days and twelve hours.

Bark H. P. Bridge, Captain Dan Ingraham, Detroit to Buffalo and return in three days and twenty hours.

Bark Kate Darley, Captain Locke, Chicago to St. Clair river in fifty-nine hours.

Bark David Morris, Captain Day, Buffalo to Pigeon river, in Saginaw bay, thence to Cleveland in eight days.

Schooner Buckingham, Captain Swain, St. Clair river to Milwaukee and return in four and one-half days.

Brig Iroquois, Captain Becker, Cleveland to Point au Barque and return in four days and eighteen hours.

## A WEIRD VISITOR.

"It was the sixties," said Captain Smithers, of the bark Windward, "that I met with a curious adventure on that same Lake Huron. We were in the Lake Superior ore trade, running out of Cleveland, and on the return trip we generally managed to pick up a light freight of machinery and general cargo. At the time of which I speak I had command of a schooner called the Black Eagle.

"Well, one night late in the summer, the tug had scarcely let go of us at the foot of Lake Huron, when it came on to blow great guns. We got the schooner snug and ship-shape for bad weather and let her skip, having the wind from the southeast. This gave us our course up the lake, but within an hour we had everything double-reefed and two men at the wheel. The sea began to get up in a terrible way, and as I stood on the quarter, and looked back at the waves following us with race-horse speed, it seemed as if every one must break over us. It was near midnight, and we were abreast of Lexington or a little above when I suddenly heard a hail from off our starboard bow. Mind you, the whole crew were on deck at this time, and the schooner was climbing up one hill and sliding down another in a way to make you think her bottom had been greased for the occasion. I had two men on the lookout forward, but they had reported nothing.

"Schooner ahoy!" came from the water. "I ran forward to the starboard shrouds of the foremast, and peered into the storm and darkness, but could see nothing.

"Schooner ahoy!" came the hail again. "Stand by to take my line!"

"Next instant the end of a heaving-line flew over my shoulder, and as I pulled in on it, assisted by one of the lookouts, a skiff drew alongside and a man climbed upon the rail. I was that weak in the knees I could hardly stand up. A man coming aboard of us in a cockle shell in such a sea as that was truly remarkable, and you must add to this the fact that he sat there on the schooner's rail as cool as ice and bawled out to me:

"Hope I haven't put you to any trouble, Captain Smithers!"

"Who are you, and where do you come from?" I shouted in his ear.

"I am Captain Zane, of the brig Petrel. Don't you know your old friends, eh?"

"That made me jump, and such of the crew as had crowded around us gave him sea room pretty quick. Captain Zane left Buffalo in the Petrel five years before that, and his craft had gone down in a blow with all hands. I had known him well, and in truth, this chap on the rail, now that I came to look closer, was as near like him as a twin brother, except that his hair had grown whiter.

"You—you can't be Captain Zane," I shouted.

"Oh, I can't, eh?" he replied, and tapered off with a laugh which set my blood to tingling. "Pretty fairish blow, Captain Smithers. May be you have some good whisky in the cabin?"

"Like one walking in a dream I went to the cabin and secured a flask of whisky and returned with it.

"Ah, that's more like it," he chuckled, as he reached out for the flask. "Here's to a speedy voyage both ways."

"He put the flask to his lips, and, as I'm a living man, he didn't let go until he had drained the last drop. The crew had all crowded aft to be out of his way, and, though I wanted to follow them, my pride held me back. As he handed the flask back, I said to him:

"I thought the Petrel went down years ago?"

"Y-es!" he chuckled.

"And Captain Zane went with her?"

"Oh! he did! Ha! ha! ha! Say, Smithers, you'd better keep her head up a point

more, for the wind's drawing more to the east!"

"He reached out his hand as if to lay it on my shoulder, and I started back. At that instant there came a flash of lightning so bright that I could have told the color of a man's hair two hundred feet away—a report as if a dozen cannon had been fired at once—and I felt myself struck down. When I came to, the cook was fussing over me, and the rest of the crew were sitting about in a dazed way, or had crept down into the fore-castle. Morning was just breaking, and, though the wind had gone down some, there was a heavy sea running and the schooner was head to it, wheel lashed and drifting with dry decks. It was a long time before I could comprehend what had happened or get at the facts. It seemed that the cap of the mainmast had been struck by lightning. While little injury had been done, the shock had knocked everybody except the cook senseless. Some of the men recovered after a quarter of an hour, and some remained as if dead for nearly two hours. I was one of the last ones up.

"Now, as to what happened after I went down I give you the word of the cook, who was a respectable colored man and not given to lying. Captain Zane jumped down off the rail, let go throat and peak halyards all around, and while he went aloft to stow fore and main topsail the schooner steered herself. When he came down he took the wheel, held the craft up until the jib was full, and then brought her about with her nose to the wind without shipping a pail of water. Then he pulled and trimmed, hauled the mainsail up a bit to count balance, and when the wheel had been lashed amidships the Black Eagle bowed and nodded and drove off before the gale in ship-shape fashion. When I got my bearings Port Austin light was less than five miles away, and the wind had gone down, so that we had little trouble to bring the schooner back to her course. As soon as we reached Houghton every blessed man of the crew, mate and cook included, gave me the slip. Money couldn't have hired one of them to make another voyage in the Black Eagle while I was in command, believing, as they did, that my old friend was likely to come aboard again at any time."—New York Sun.

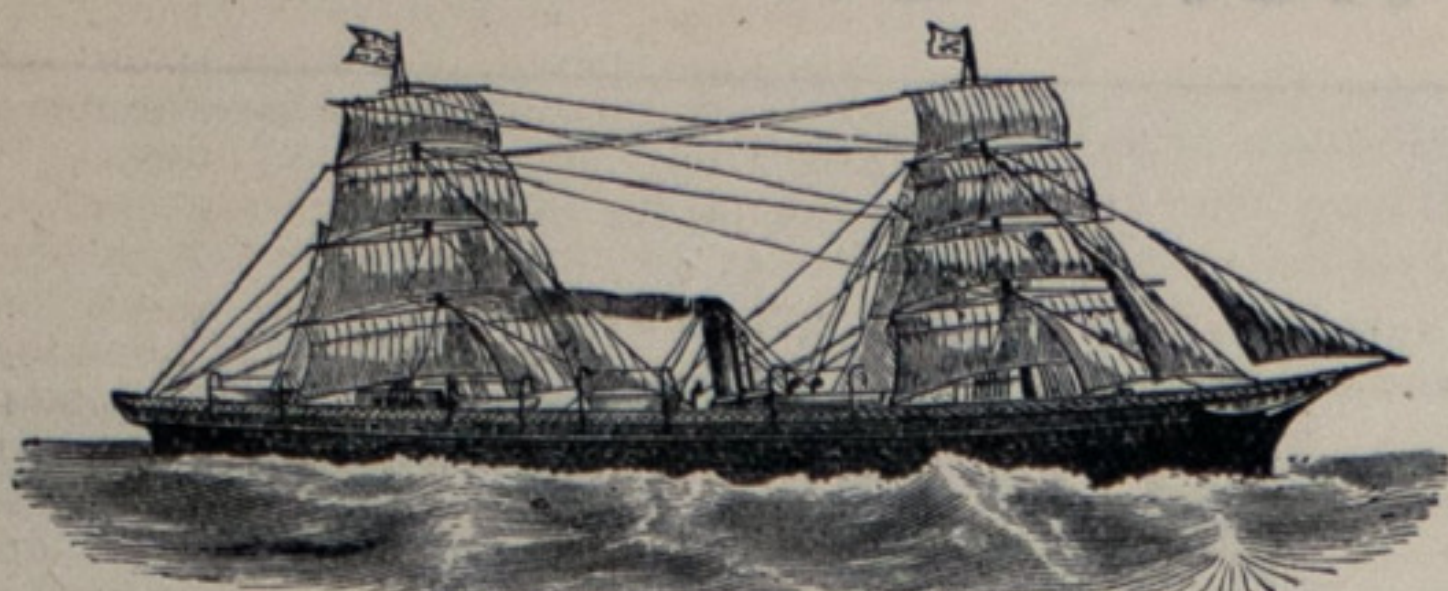
## CHICAGO HARBOR.

The report of District Attorney Tuthill was received at the Treasury Department Wednesday. It is very voluminous, but presents no new facts. It is not regarded by Treasury officials as possessing any practical value. It is obvious, from a careful reading of the document, that Tuthill does not believe the railroad company guilty of encroachments, inasmuch as the map purporting to show railroad tracks and the alleged encroachments by the roads is not a correct and true map of the harbor in any sense. Quoting from a letter written by Major Hanbury in regard to this matter, Mr. Tuthill continues: "In my judgment, any official action based upon impressions conveyed by the map would certainly lead to erroneous results. One can scarcely conceive that such a thing as this could be submitted to a department of the government for the true information concerning a state of affairs in this harbor except upon the supposition that the person so doing was either utterly ignorant of the situation or designedly intended to deceive."

Mr. Tuthill then proceeds to say that the authorized map of the harbor furnished him by Major Hanbury shows that the pier being constructed by the railroad is not within the harbor, but to the south of it, and that the breakwater, marked in the incorrect map as extending from the end of said pier, has no existence in fact. Mr. Tuthill, in conclusion, thinks the entire matter ought to be submitted to the courts for settlement and that the United States ought to become a party to the suit now pending in Chicago, which was brought by the Attorney General against the Illinois Central Railroad. The acting Secretary of the Treasury says there is no way the United States can be brought into the suit except by asking to do so, and that this can only be done by an act of Congress granting this permission. The Treasury officials do not disguise the fact that they are growing very tired of the whole business, and that the only way in which a settlement can be reached for the city of Chicago and the railroad company is to fight it out in the courts.

"Chartering vessels to arrive from Milwaukee," said an agent yesterday, "reminds me of John B. Lyons' tactics, when he used to run so many carriers in corn and did most of the shipping out of Chicago. When there would be a supposed shortage of tonnage, that is of tonnage ready to load, he would go to an agent and contract for two, three or four vessels at a figure away above the market. The newspapers would of course hear of the transaction, and without knowing Mr. Lyons' motives, they would print bull freight articles. The news would thus be carried to the lower lake ports, where tonnage was plenty, and within three or four days after the charter there would be enough tonnage here to carry away the crop. Then Mr. Lyons' demeanor would change. He would inform agents that he controlled every bushel of corn in the city, and he would not pay any more than a certain figure—always less than the regular market rate—for having this corn carried to Buffalo. Of course there would be a row, and nobody would accept the reduced rate. They were lucky, indeed, if he did not reduce rates to a lower figure than ever on the succeeding day, and they generally left port carrying cargoes for about one-half of the rate they expected to get when they arrived. This sort of thing is about impossible these days, however, because corners are not run so frequently, and the corn supply is controlled by too many men. On the whole, however, it is bad policy to charter tonnage of any kind in advance of the time it can be loaded."—Inter-Ocean.

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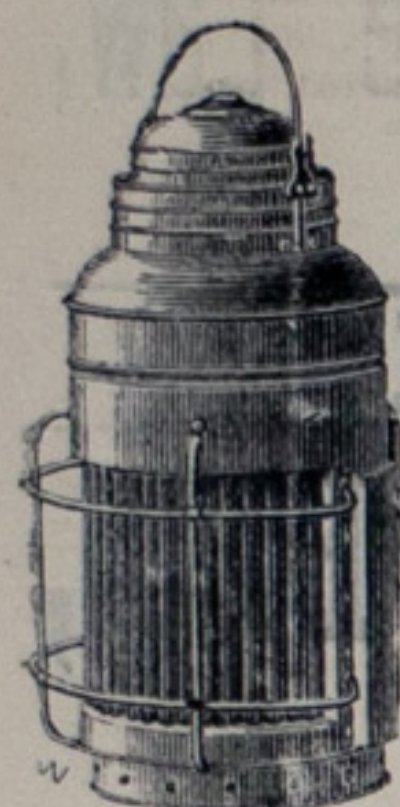
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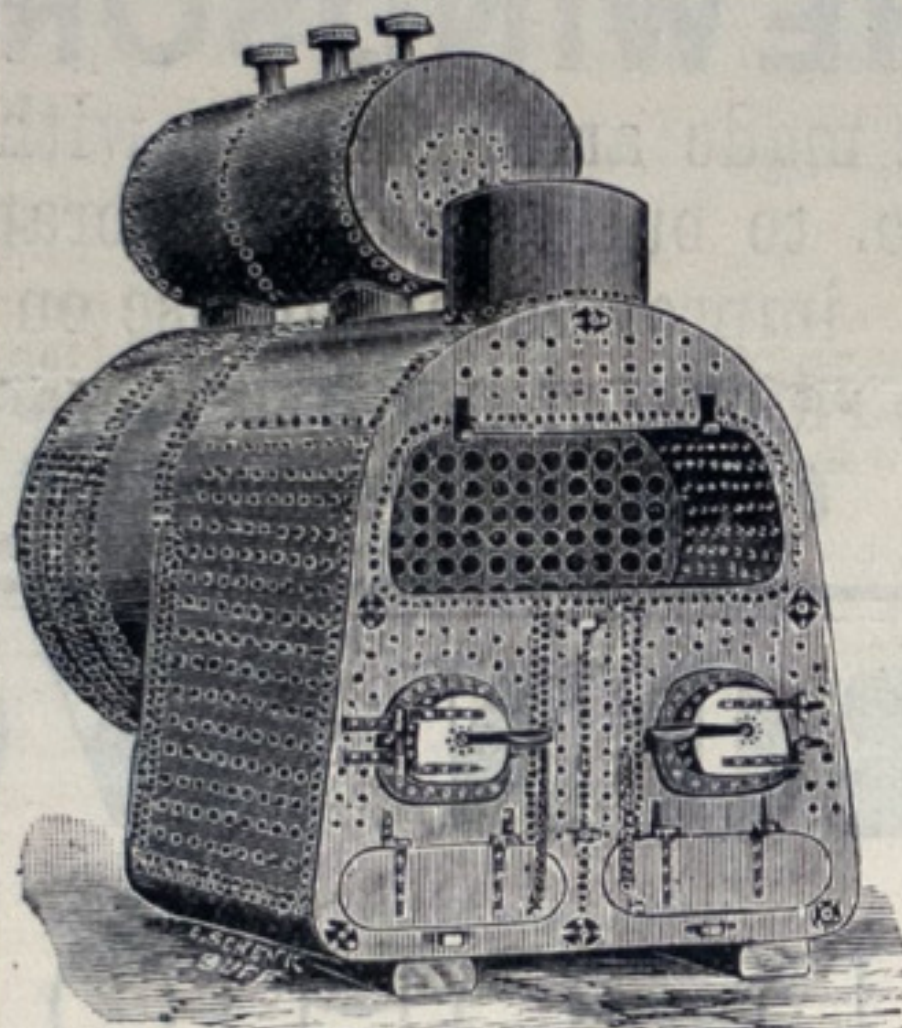
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Gentlemen.—We are much pleased with the Steel Plate Range that you put into our propeller Kalkaska. It seems to be the right thing for steamboat service.

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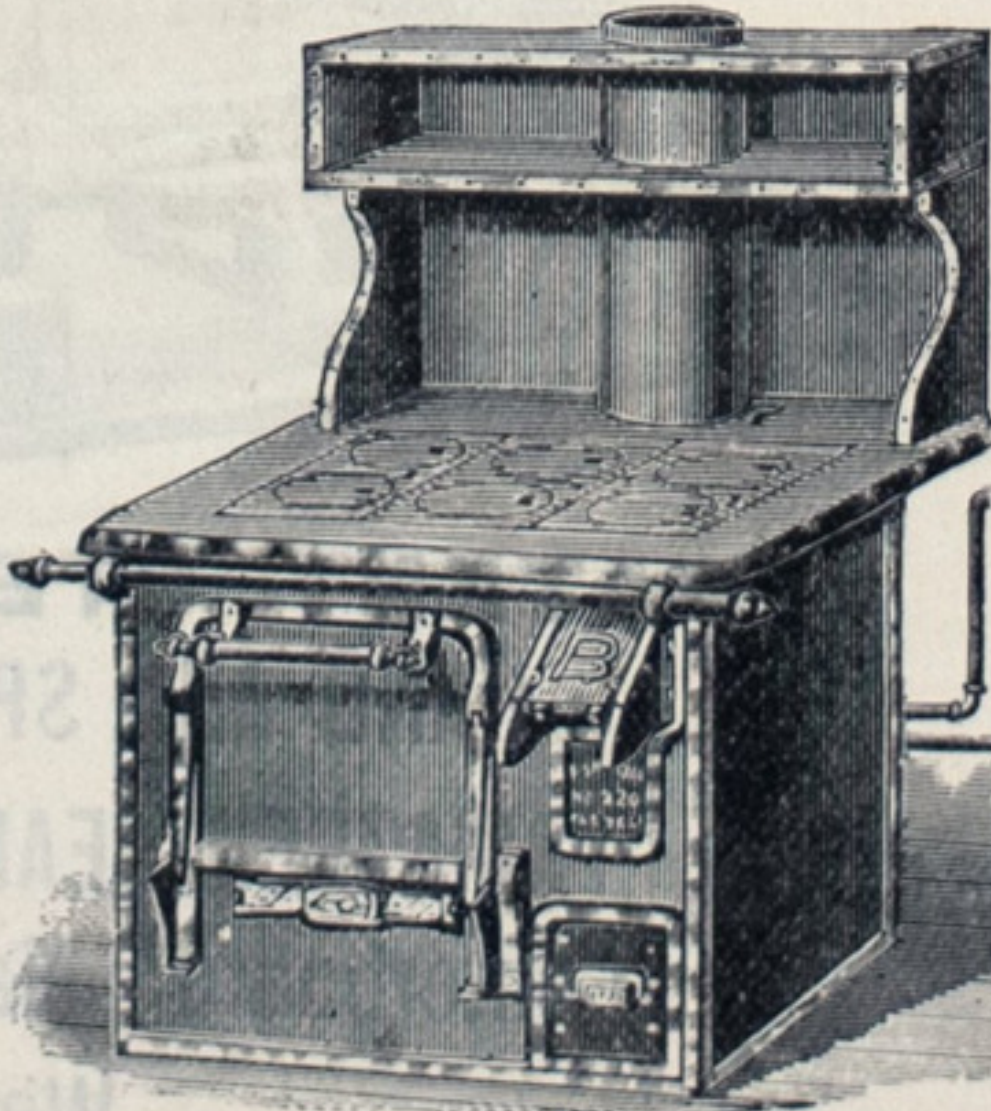
Messrs. F. & H. BORN. Cleveland, O., Feb. 3, 1886.

Gentlemen.—We have had in this institution for some time one of your largest size Steel Plate Ranges, and it has given good satisfaction. It is strong, and we think will be durable. Respectfully, HON. S. HARMOUNT, Superintendent Tuscarawas Children's Home.

Messrs. F. & H. BORN. Cleveland, O., Feb. 1, 1886.

Gentlemen.—In reply to your favor I would state that we have had in use two of your No. 9-18 Double Oven Steel Plate Ranges in our restaurant for the last six months, and find that they do all you claim for them. We can cheerfully recommend them to anyone in need of a first-class, durable and economical Range.

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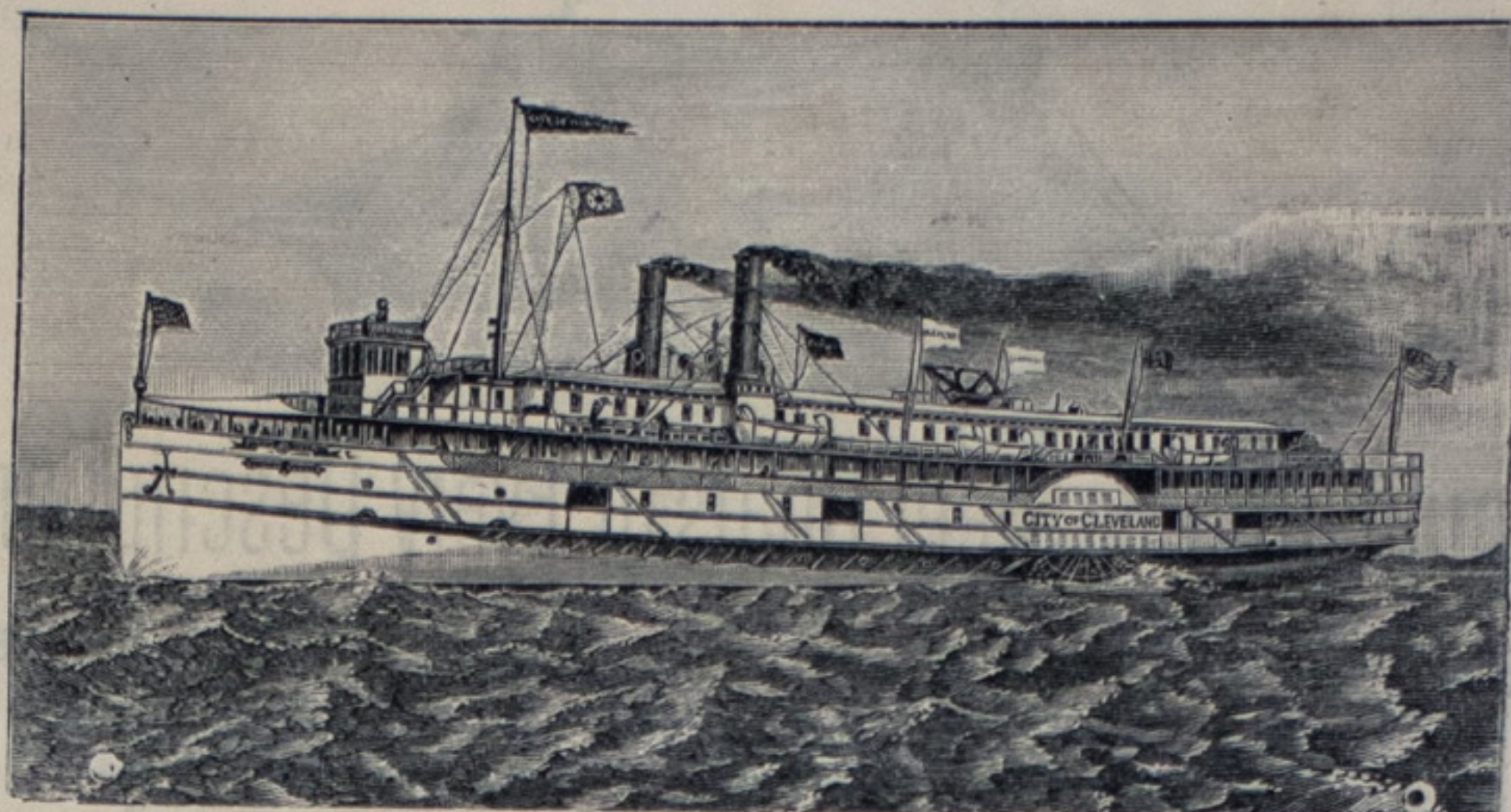
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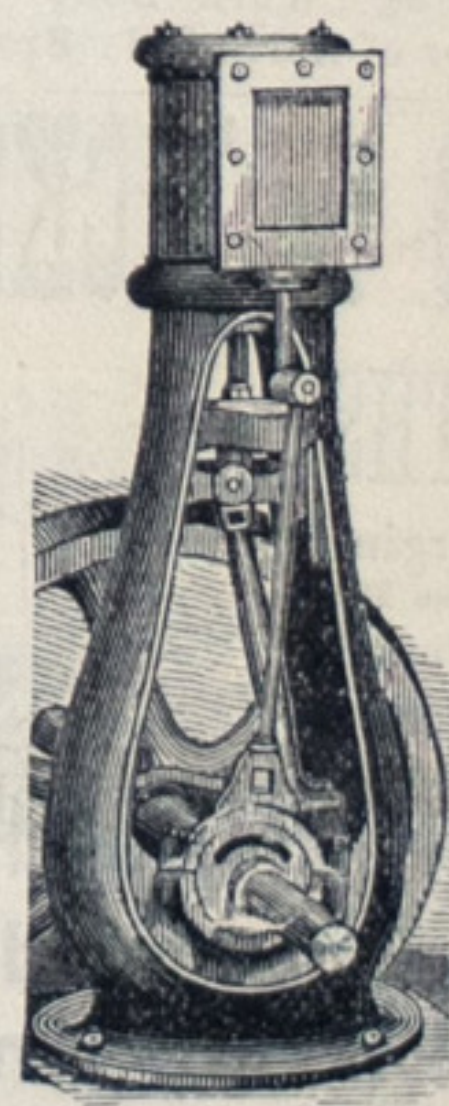
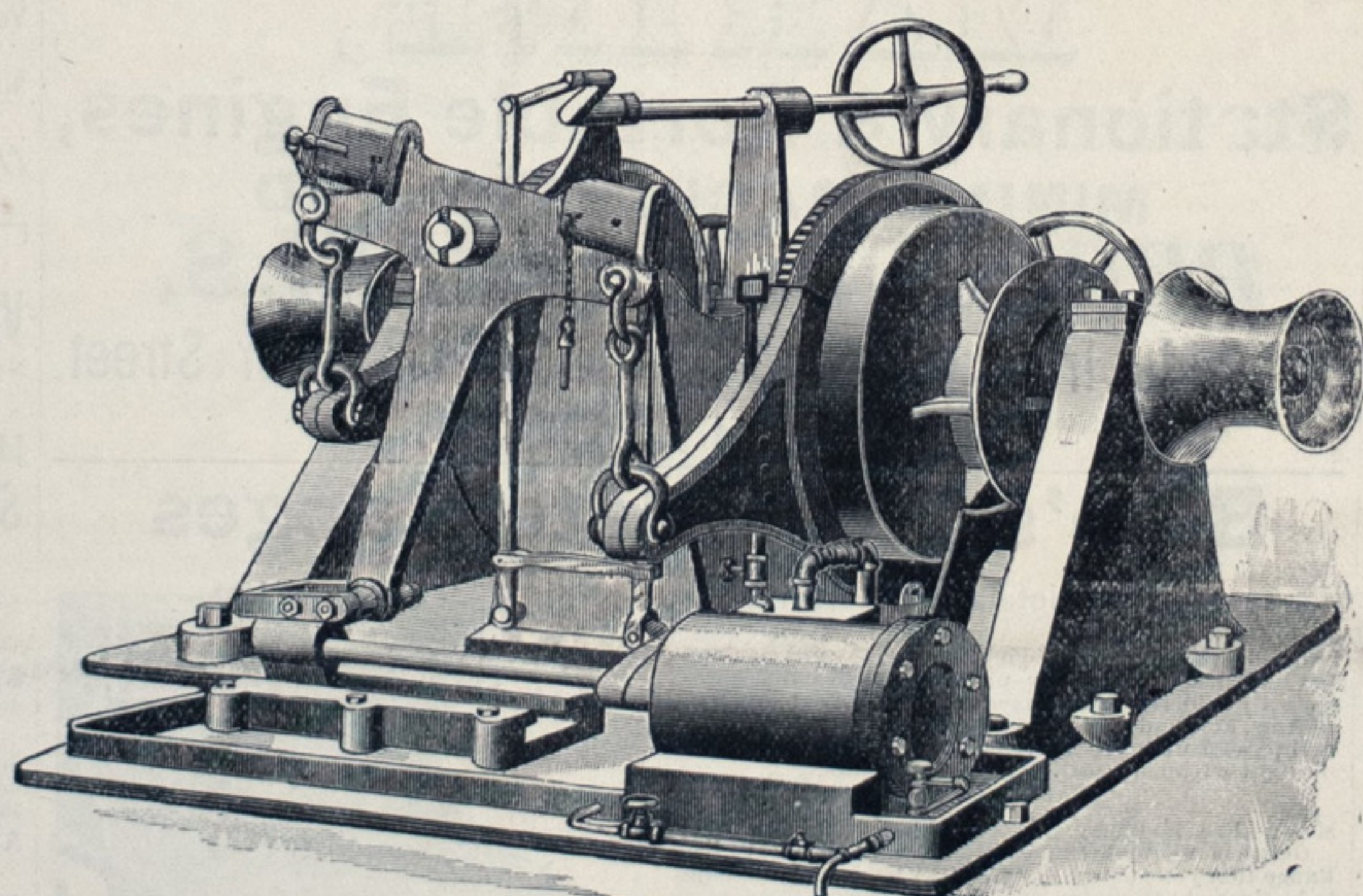
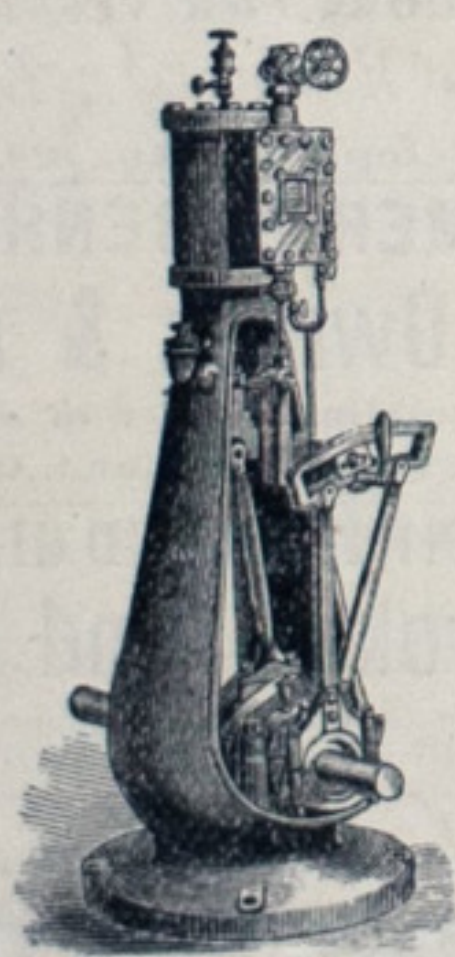
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